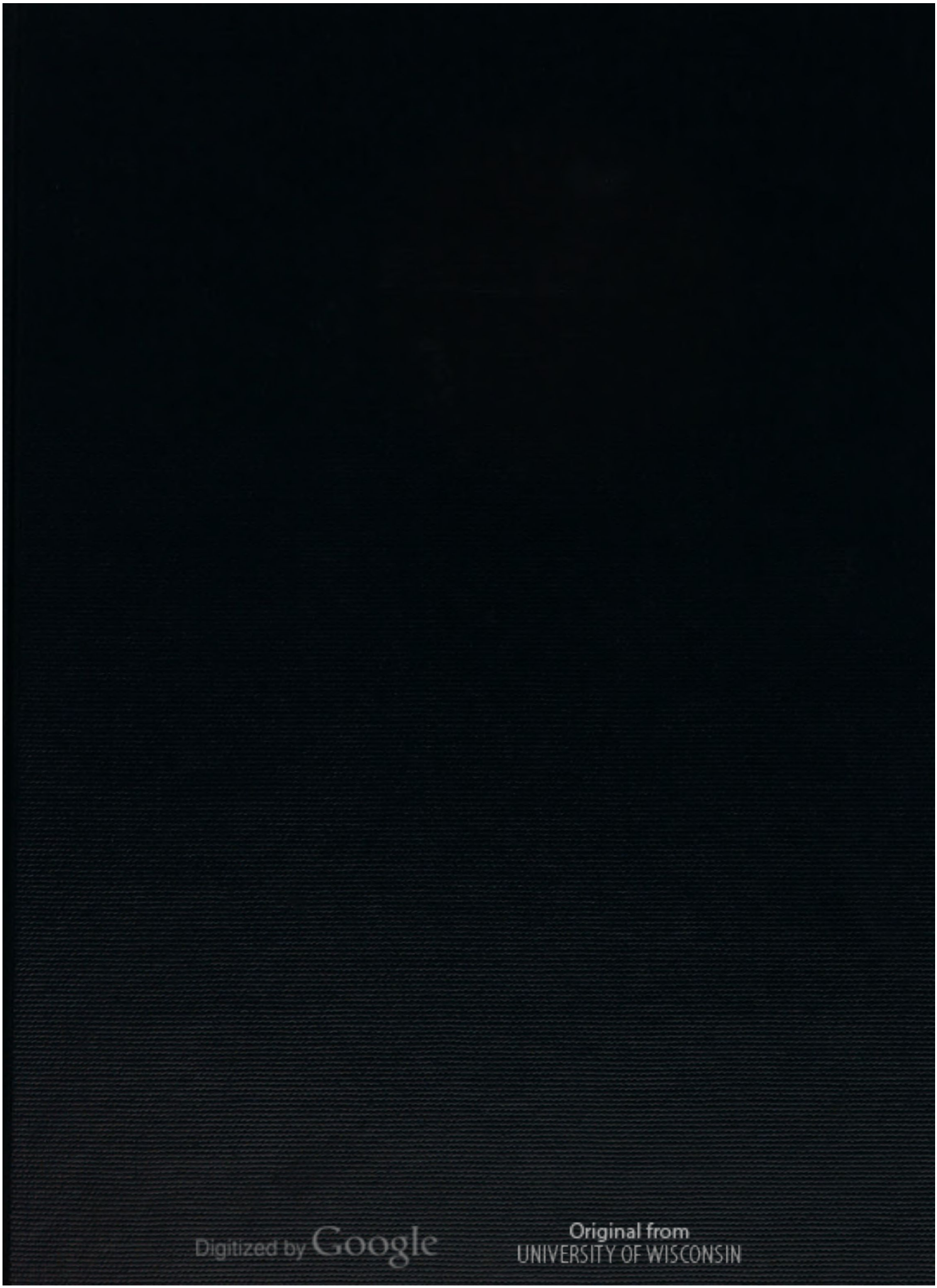

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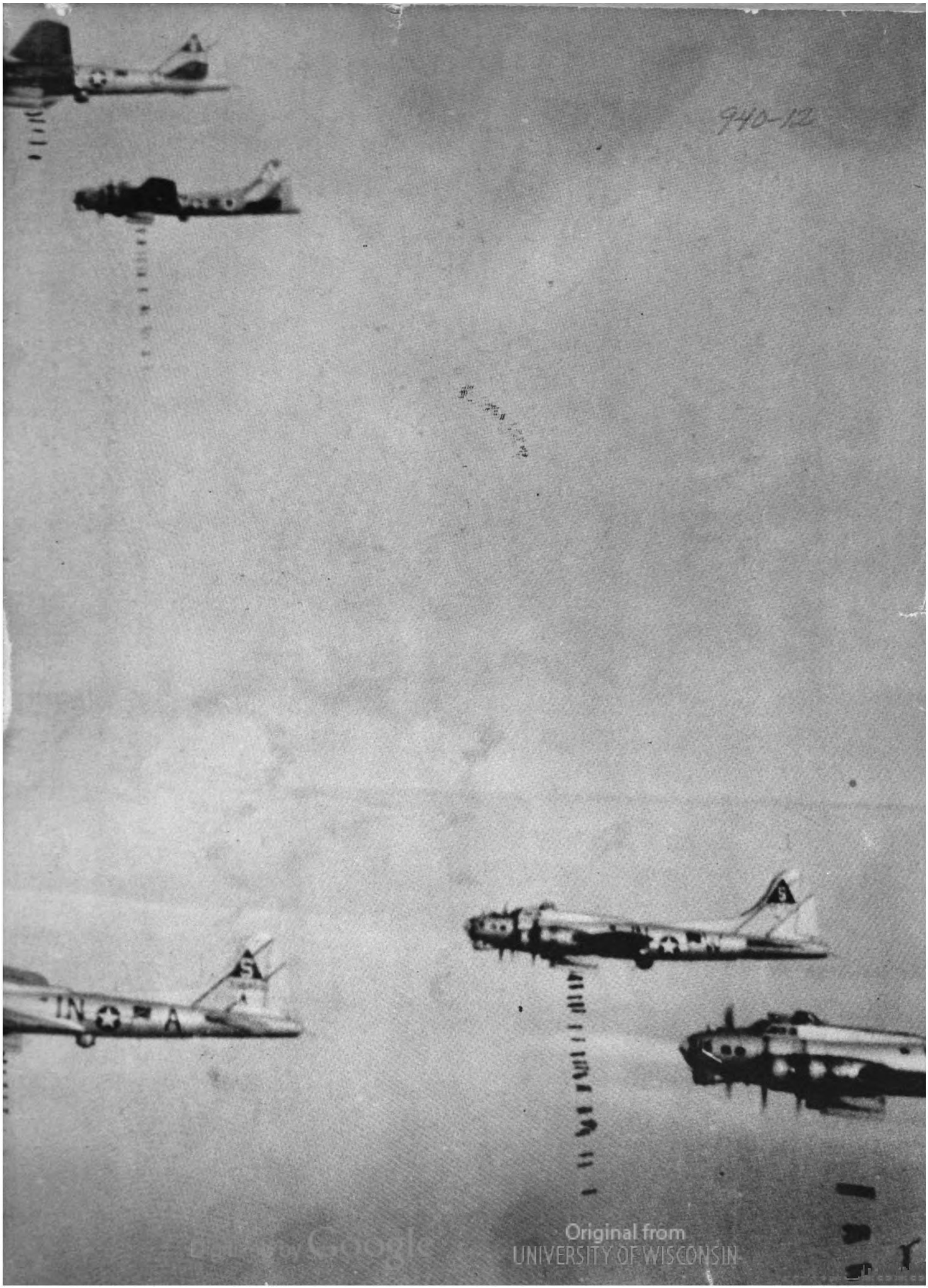
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PICTORIAL RECORD

of the

401st Bomb Group



Edited and Compiled
Under Supervision
of

CAPTAIN GORDON R. CLOSWAY
Group Public Relations Officer
Winona, Minn.

1946

Newsfoto Publishing Co.
San Angelo, Texas

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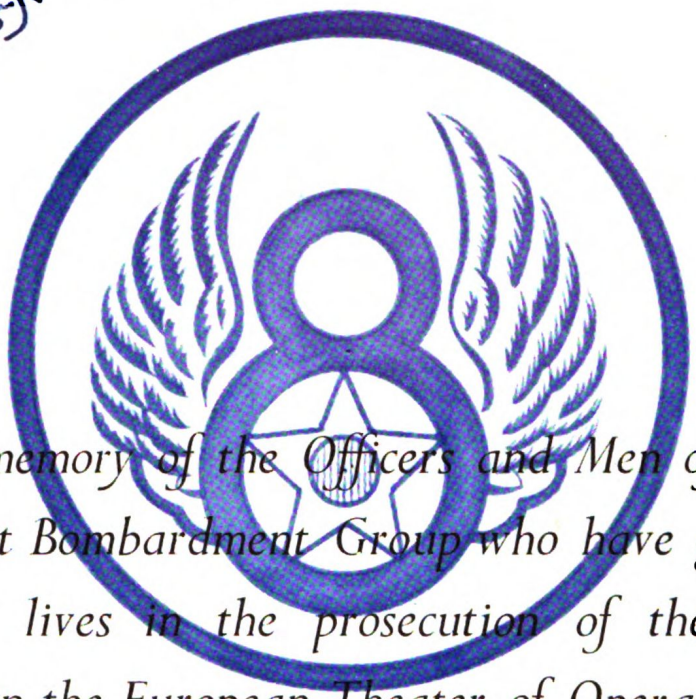
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Lt. Wm J. Martin
612th Bomb. Squadron
401st Bomb. Group
Deenethorpe, England
(1944-1945)

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C58
JAN 14 1976



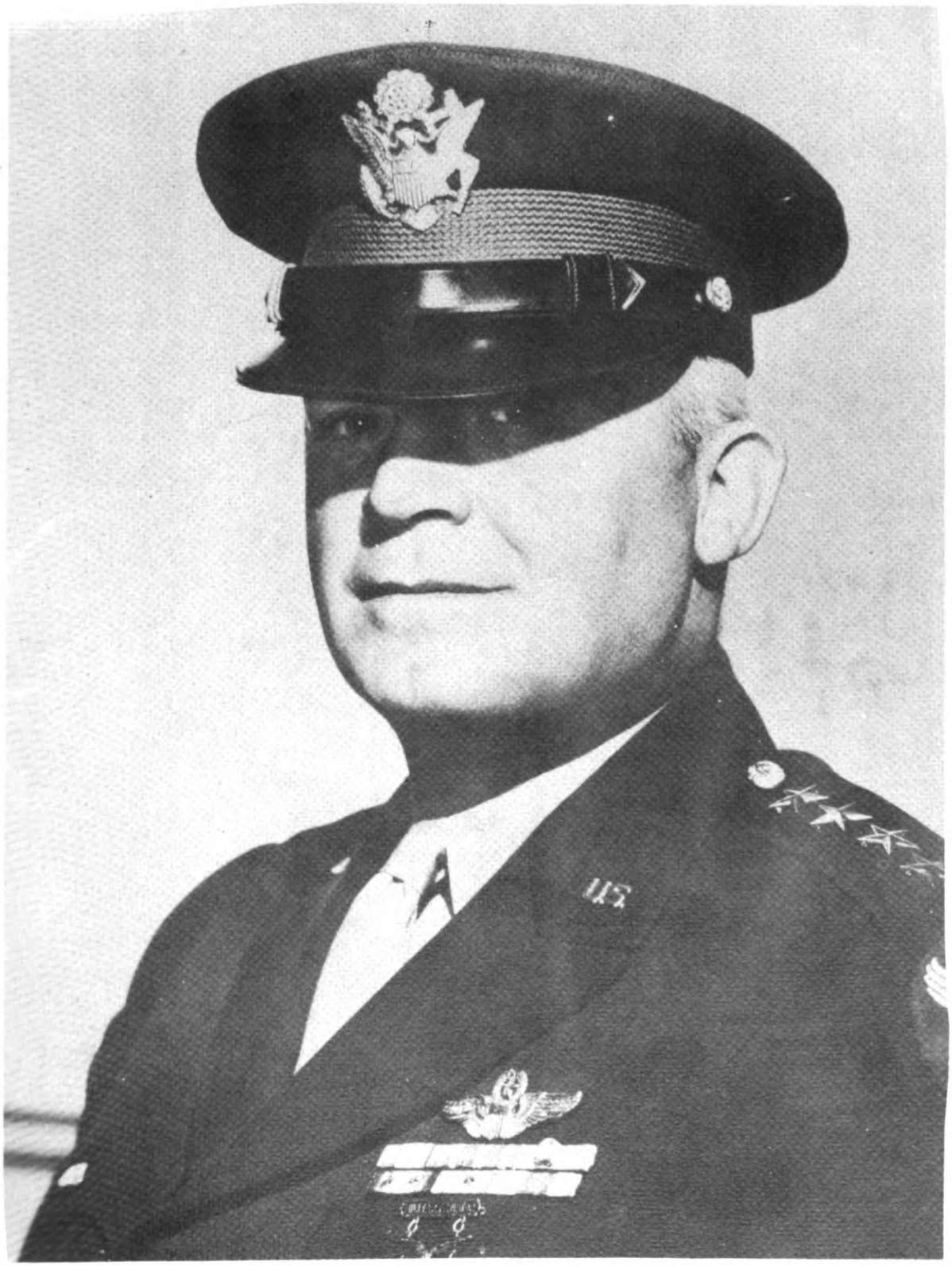
To the memory of the Officers and Men of the 401st Bombardment Group who have given their lives in the prosecution of the air war in the European Theater of Operations.

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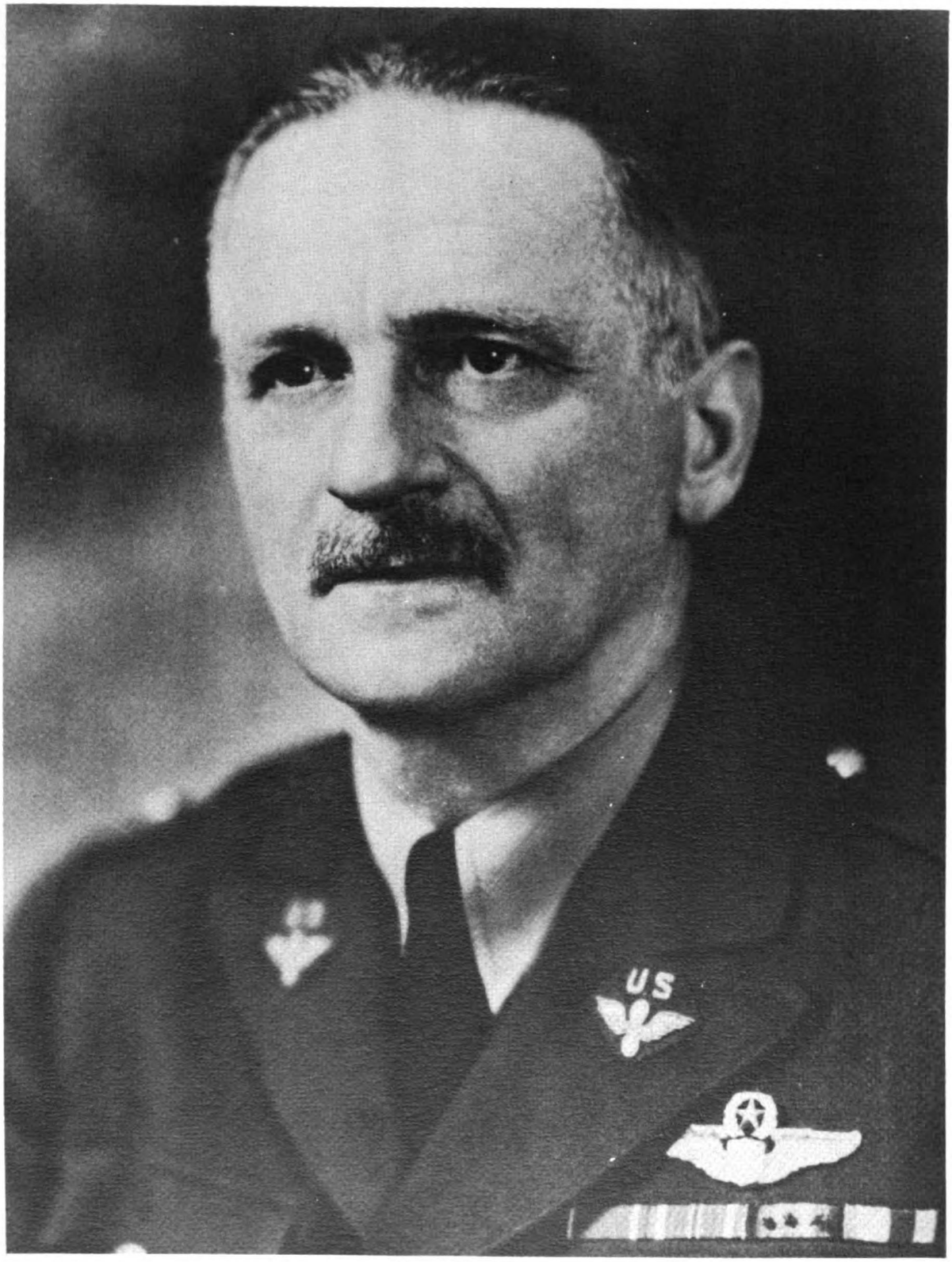
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GENERAL HENRY H. "HAP" ARNOLD
Commanding General, U. S. Army Air Forces

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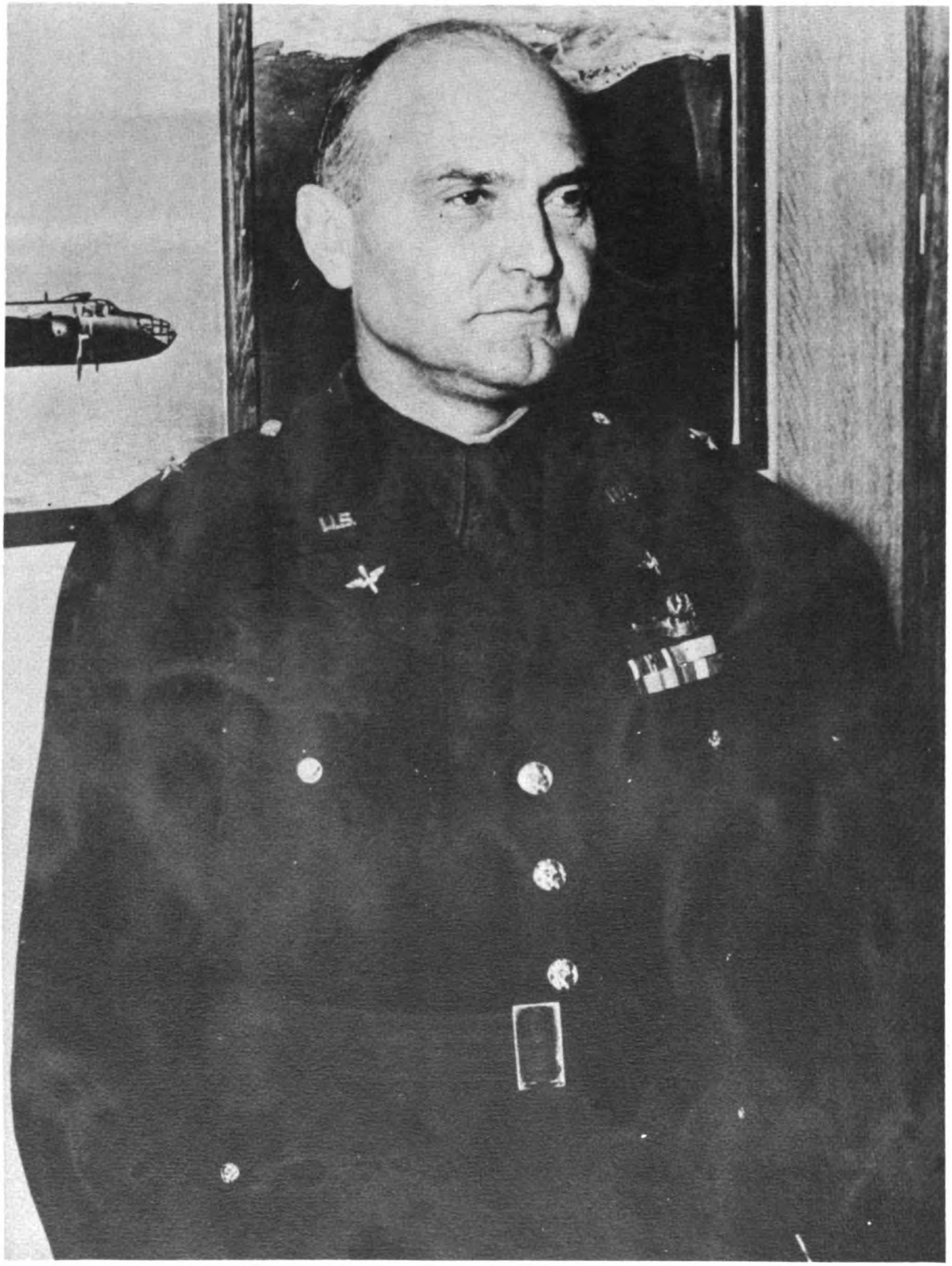
General Carl Spaatz
Commanding General, United States Strategic Air Forces

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Lt. General James H. Doolittle
Commanding General, Eighth Air Force

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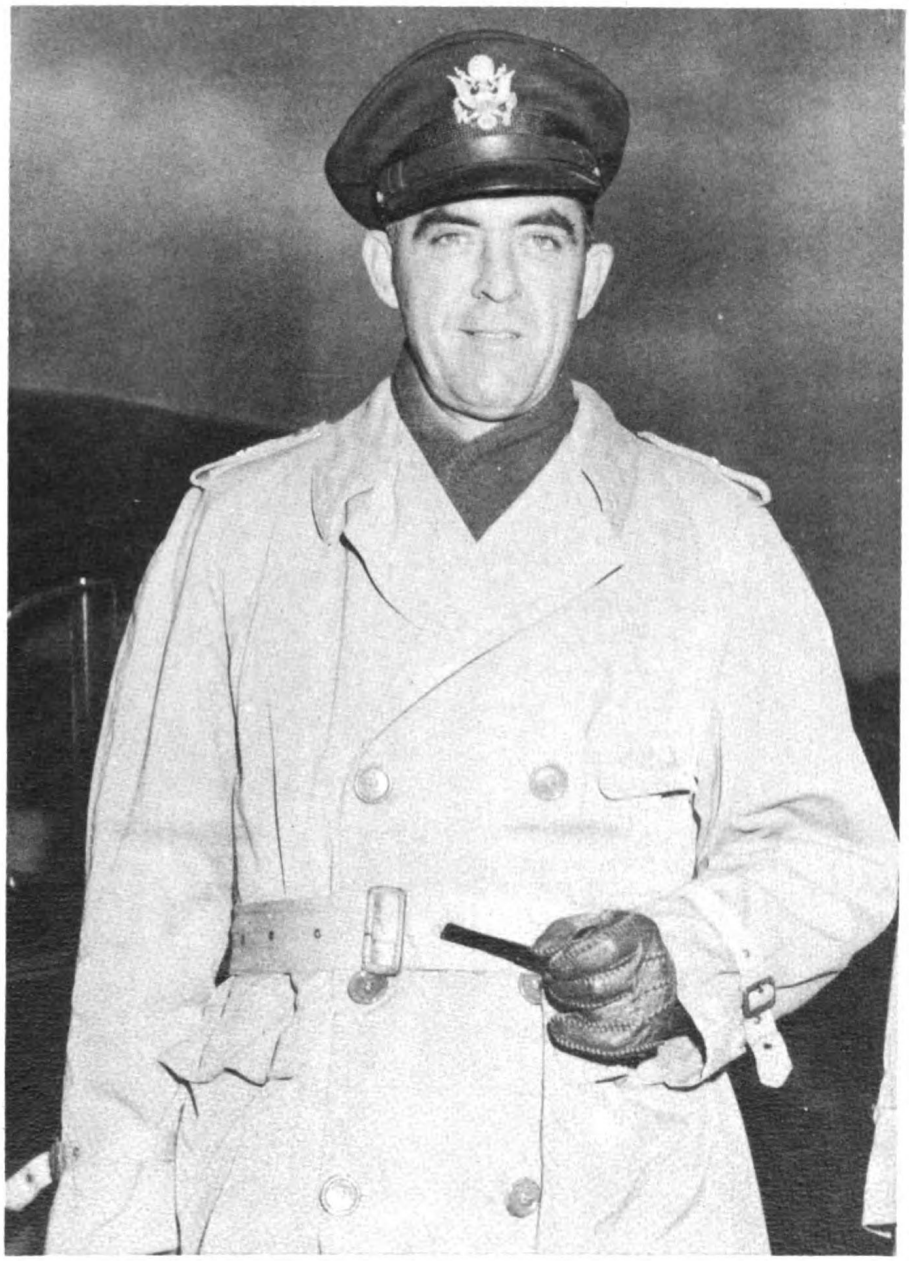
Lt. General Ira C. Eaker
Former Commanding General, Eighth Air Force

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Major General Robert B. Williams
Former Commanding General, 1st Air Division

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MAJOR GENERAL HOWARD M. TURNER
Commanding General, 1st Air Division

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Brigadier General Julius K. Lacey
Commanding General, 94th Combat Wing

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Major General F. L. Anderson
Commanding General, Eighth Bomber Command

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TO THE OFFICERS AND MEN OF THE 401st

All B-17 groups in the ETO had standard strength of men and equipment. They used the same tactics and techniques. They hit the same targets. Why, then were the losses lower, the strikes more successful, and the morale better in the 401st than in other groups? Simply this: The high quality of its members. In my 17 years of service in the AAF, I have never seen gathered together in one organization a finer group of individuals. The results of our efforts are proof of the pudding. All of us who were fortunate enough to be members of the 401st can take lasting pride in our contribution to victory. "The best damned outfit in the AAF" proved its battle-cry with an outstanding record of accomplishment against a tough enemy.

I sincerely wish you all God-speed in your peace-time endeavors, and the success which your combat service so richly deserves.

H. W. BOWMAN
Colonel, Air Corps

SUBJECT: Farewell Message

TO: All Personnel, AAF Station #128, APO #557, US Army

1. Our method of exodus from Desmethorpe and the subsequent Battle of Inactivation at Sioux Falls, South Dakota precluded any opportunity for farewells.

2. Therefore I take this opportunity to express my appreciation for the opportunity to serve with you and for the grand job you all did in forwarding offensive and supporting the very successful 401st bombing offensive against the enemy. You may well be proud of your part in that united effort.

3. To those of you who choose to remain in the Regular Army I extend a hearty welcome for I know it will be better with your help; to those of you returning to civilian life I wish the best of luck and opportunity.

WILLIAM T. SEAWELL
Colonel, Air Corps

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COL. HAROLD W. BOWMAN

Colonel Bowman was the second Commanding Officer of the 401st Group. The first month of the Group it was commanded by Col. Neil B. Harding, who later became Commanding Officer of the 100th Bomb Group. When the 401st moved to Geiger Field, Spokane, Washington, in June, 1943, Colonel Bowman took over, and guided its destinies through training, the trip overseas, and 175 combat missions in 13 months of Operations.

In December, 1944, Colonel Bowman was called to the Headquarters of the United States Strategic Air Forces in Europe to accept an important post on the staff of Lt. General Carl Spaatz.

Colonel Bowman completed 12 missions. He received the Silver Star for gallantry in action while leading the Eighth Air Force to Leipzig on a mission February 20, 1944 and for which the 401st Bomb Group was subsequently awarded the Distinguished Unit Citation. His aircraft was heavily damaged but bombing results were excellent. He also wears the Distinguished Flying Cross with one Oak Leaf Cluster for extraordinary achievement while participating in bombing missions against enemy-occupied Europe, and the Air Medal with one Cluster as well as the Distinguished Unit Citation also for the great air battle over Oschersleben, Germany, January 11, 1944.

Colonel and Mrs. Bowman and two children have their home in Arlington, Virginia. Col. Bowman is now chief of the Office of Public Relations, Headquarters, U. S. Army Air Forces in Washington.

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Col. Harold W. Bowman
Group Commander, June 1943-December 1944

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COL. WILLIAM T. SEAWELL

Colonel Seawell, son of Mr. and Mrs. G. M. Seawell, 1205 East 6th St., Pine Bluff, Ark., completed 26 missions. He wears the Distinguished Flying Cross and three Oak Leaf Clusters, three of them for wing leads on missions over Germany, Feb. 22, July 19 and Aug. 24. He also wears the Air Medal with three Clusters and the Distinguished Unit Citation.

He attended Marion Military Institute at Marion, Ala., and the University of Arkansas and was graduated from the United States Military Academy at West Point in the Class of 1941. He received his wings at Ellington Field, Texas, in March 1941, was assistant to the Assistant Chief of Staff, A-3, in Headquarters of the Second Air Force at Fort George Wright, Wash., for a year, then went to the 88th Bomb Group at Walla Walla, Wash., where he remained until the 401st Group was activated.

Colonel Seawell's wife, Mrs. Judith Seawell, resides with him in Washington, D. C., where he is a USAAF representative on Staff Military Committee, United Nations.

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Col. William T. Seawell
Commanding Officer, 401st Bomb Group

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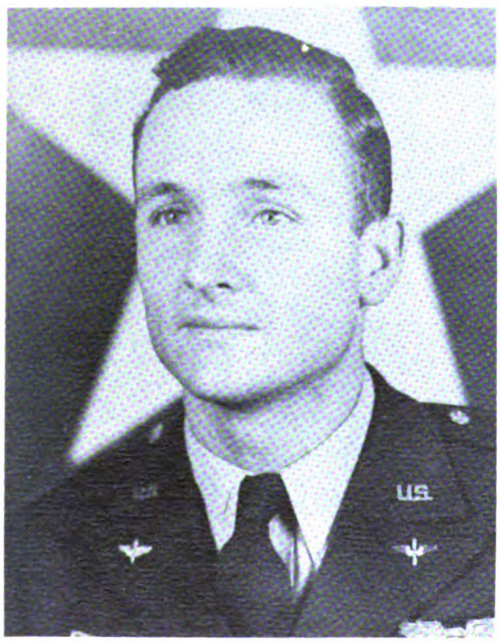
MAJOR DONALD G. MCCREE
Commanding Officer
612*th Squadron*



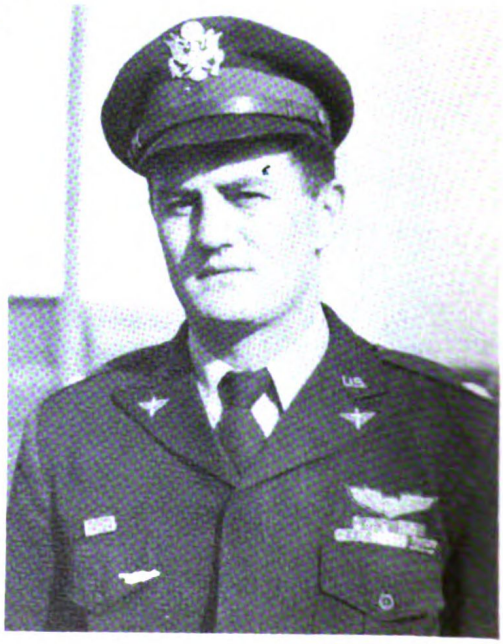
LT. COL. E. T. DE JONCKHEERE
Commanding Officer
613*th Squadron*



LT. COL. C. A. BROWN
Commanding Officer
431*st Air Service Group*



MAJOR ALVAH H. CHAPMAN
Commanding Officer
614*th Squadron*



LT. COL. RALPH J. WHITE
Commanding Officer
615*th Squadron*

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LT. COL. D. E. SILVER
Deputy Group Commander



LT. COL. WILLIAM C. GARLAND
Group Operations Officer



MAJOR WILFRED B. FRY
Group Intelligence Officer



MAJOR JAMES F. EGAN
Group Navigator



MAJOR JULIUS PICKOFF
Group Bombardier

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MAJOR HAROLD M. KENNARD, JR.
Group Communications Officer



MAJOR WALTER R. LINDERSMITH
Ground Executive Officer



MAJOR EARL I. MULMED
Group Flight Surgeon



CAPT. WARD J. FELLOWS
Protestant Chaplain



MAJOR JOSEPH H. BURKE
Catholic Chaplain

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CAPT. P. K. ALEXANDER, JR.
Group Photo Officer



CAPT. EDWARD BECKER
Group Dental Officer



CAPT. SAMUEL P. BROOMHALL, JR.
Group Armament Officer



CAPT. GORDON R. CLOSWAY
Group Public Relations Officer



CAPT. KENNETH W. DAUBLE
Group Statistical Officer

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MAJOR JACKSON M. PHIPPS
Group Adjutant



CAPT. JAMES C. DAVID
Group Ordnance Officer



CAPT. WALLACE S. HARB
Air Training Officer



CAPT. CRAIG P. HOWES
Air Technical Inspector



CAPT. CHARLES W. HUNT
Group Engineering Officer

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COL. HARRIS E. ROGNER
Original Deputy Commander



LT. COL. BURTON K. VOORHEES
Former Air Executive



LT. COL. EDWIN W. BROWN
Original Commander, 613th Squadron
Later, Air Executive



CAPT. RAYMOND L. SAKS
Group Radar Officer



CAPT. ARTHUR B. STREET
Group Weather Officer

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LT. COL. CARL C. HINKLE, JR.
Former 614th Squadron Commander



LT. COL. JERE W. MAUPIN
Former 612th Squadron Comman



CAPT. RUSSELL C. IRISH
Original Commander of the 1209th Quartermaster Company and later Commanding Officer of the 681st Materiel Squadron



CAPT. ALBERT W. LYNCH
., 1199th M. P. Company



MAJOR C. E. BALDWIN
Flying Control Officer

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CAPT. JOSEPH B. REGAN
C.O. 202nd Finance Detachment



MAJOR LYMAN P. DAVISON
612th Squadron Executive, and Claims and Investigations Officer



MAJOR HERBERT P. EWALD
613th Squadron Executive and Base Mess Officer



MAJOR ALBERT E. BARRS
614th Squadron Executive and Courts and Boards Officer



CAPT. JOSEPH J. CONLEY
Group Gunnery Officer

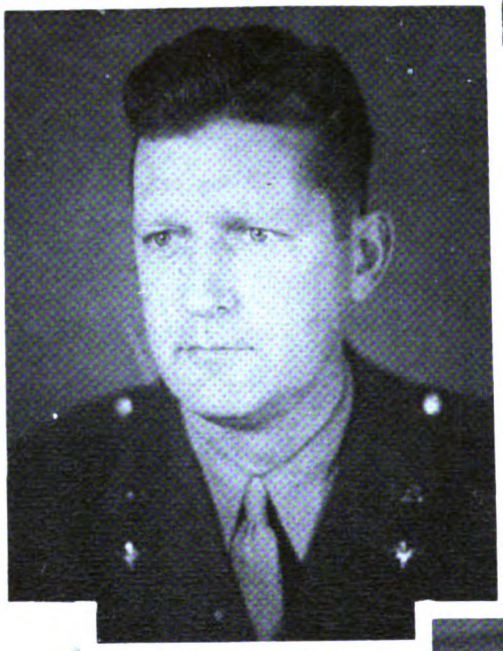
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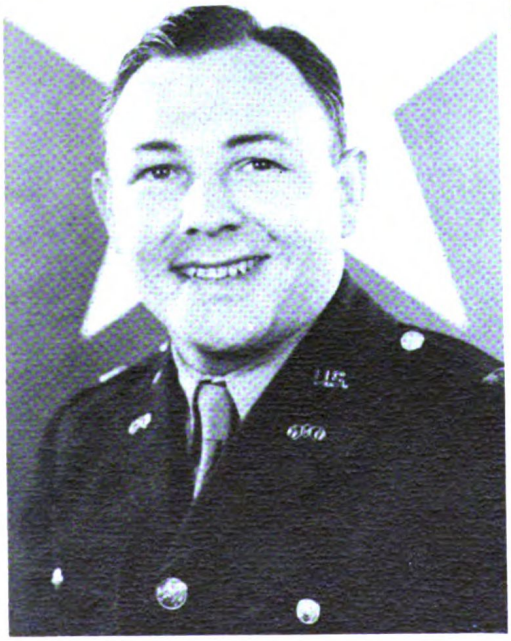
MAJOR EUGENE W. WISE
615th *Squadron Executive and Club Officer*



LT. COL. RICHARD B. ENGEL
Deputy C.O. 431st Air Service G



CAPT. GEORGE E. ADAMS
Group Physical Training Officer



CAPT. CHARLES E. FULLER, JR.
861*st Chemical Company*



MAJOR ROBERT C. CLEMENTS
C.O. 857th Air Engineering Squadron

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Lt. Col. Malcolm K. Martin
Original C.O., 612th Squadron



Lt. Col. Wayne Eveland
Original C.O., 614th Squadron



Capt. Frank R. Rogers
Original Group Special Services Officer



Lt. Col. Allison C. Brooks
Former Group Operations Officer



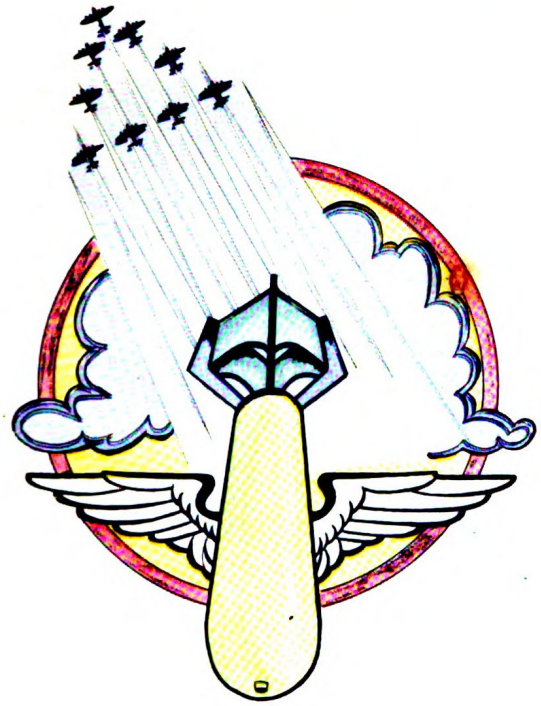
Lt. Col. Clayton A. Scott
Former Ground Executive Officer

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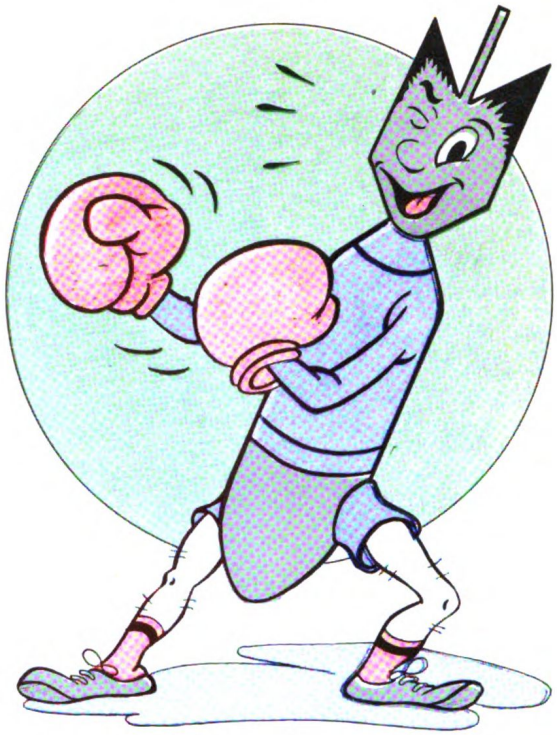
1st Lt. Olus H. Stanley
Group Personnel Officer

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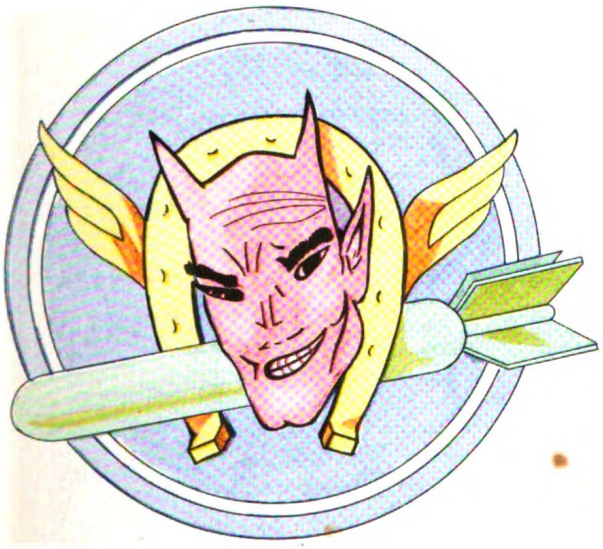
612th BOMBARDMENT SQUADRON

A formation of B-17s, a bomb and the official Air Corps wings form the background for this insignia. This is the second insignia adopted by the 612th. The first contained a replica of "Mangler", squadron mascot.



613th BOMBARDMENT SQUADRON

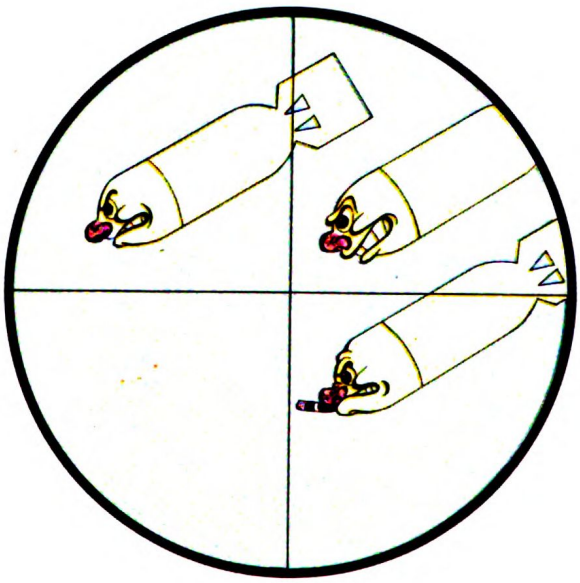
Drawn by the famed cartoonist, Walt Disney, this "punching bomb" is symbolic of a squadron which was "always right in there, punching!"



614th BOMBARDMENT SQUADRON

"Lucky Devil's" head design originated with Mrs. J. J. Casagrande, wife of the squadron's first navigator, later a Prisoner of War in Germany.

All insignia officially approved.



615th BOMBARDMENT SQUADRON

These angry bombs come from the pen of Milt Caniff, author of "Terry and the Pirates" and "Male Call". Faces represent Roosevelt, Churchill, Stalin.

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HISTORY
401st BOMBARDMENT GROUP (H)
AND ASSOCIATED UNITS

This book is made possible and a copy provided without charge to every member of the 401st Bomb Group and Associated Units through the courtesy of Officers Mess, USAAF Station 128.

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HISTORY 401ST BOMBARDMENT GROUP (H)

By Capt. Gordon R. Closway

"February 20, 1944 will be marked as probably the most important date in the air war of Germany. You and your crews are responsible for the most crushing defeat yet administered to the German Air Force. I can assure you the results of this mission will be felt in future operations.

"I further wish to commend you and your crews on the excellent air discipline demonstrated on this mission. This was evidenced by an assembly under difficult conditions and by orderly, well flown formations on return to England. My heartiest congratulations on a difficult mission well done. I am proud to be a part of this Command."

This message to Colonel Harold W. Bowman, Commanding Officer of the 401st Bombardment Group, from Major General Robert B. Williams, Commanding General of the 1st Air Division of the famed Eighth Air Force, is indicative of the glorious combat record of the 401st!

The target was the Erla Maschinenwerk aircraft production factories in Leipzig. Leader of the entire Eighth Air Force was the 401st Bomb Group. Leader of the 401st Bomb Group was Col. Bowman. Result: 100 per cent of our bombs within 1,000 feet of the aiming point!

For this spectacular and all-important mission, the 401st was awarded the Distinguished Unit Citation by the President of the United States. A copy of this Battle Honor—Paragraph XI, War Department General Orders No. 83, dated 2 October 1945 in Washington, D. C.—is contained elsewhere in this narrative history.

The citation was the second of its kind awarded to the 401st. The first, going to all units in the Air Division, was for extraordinary heroism, determination and esprit de corps during the Oschersleben mission 11 January 1944 when the greatest aerial battle of World War II took place. On this occasion more than 400 encounters with enemy aircraft were recorded by 1st Division Groups with the brunt of the three-hour attack borne by the 401st.

Two hundred and fifty-four missions—254 trips over Germany and Occupied Europe to hammer Nazi objectives ranging from the Western Front to Central Europe, war plants, marshalling yards, oil refineries, aircraft factories, military installations and troop positions—was the remarkable record established by the 401st Group in 18 months of combat operations.

And when the final tabulation of bombing records was made at the close of the war, the 401st stood SECOND among the 40 heavy bomb groups in the entire Eighth Air Force—largest Air Force in the world!

This distinguished position for accuracy in bombing which contributed so much to the destruction and eventual defeat of Germany was made possible through combined efforts of air and ground echelons, supremely outstanding leadership, the determination for perfection in the job to be done, and the unselfish zeal of every member of the organization and all affiliated units of USAAF Station 128 for teamwork.

The long, hard hours put in by the gallant ground and air men of this outstanding group paid off—and the accomplishments of the 401st will be

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the cherished memory of every man in the "best damned outfit in the A.A.F." *Another record of which the 401st is extremely proud is the fact that our losses were the lowest of any heavy bomb group in the Eighth Air Force!*

Most of the 18 months during which the 401st was engaged in combat operations saw our Group in full stride. We hit the enemy with more than 10,400 tons of bombs—the equivalent of 4,160 2½-ton truck loads—trucks bumper to bumper in a 17-mile long convoy. Our fliers chalked up 56,300 operational hours and our Flying Forts consumed 14,406,731 gallons of 100 Octane gasoline to release their tons of destruction. A total of 103,850 bombs of all types were dropped. If laid end to end, they would stretch more than 100 miles!

During June 1944—D-Day Month—"Bowman's Bombers" achieved the objective of all training when we led the entire Eighth Air Force in bombing accuracy. By placing 74 per cent of our bombs within 1,000 feet of the aiming point, the 401st established a record, based on the number of visual bombings involved, never before or since equaled.

We plastered Berlin itself and the Berlin area 17 times, made more than 20 trips to the French rocket coast and hit most of the principal cities of the German Reich and Occupied Europe.

Our first task was to make sure that when the combined Allied ground forces invaded "Fortress Europe", we would have air supremacy. So our bombers went out to hit Oschersleben, Augsburg, Leipzig, Brunswick, and a hundred other places. Aircraft factories, oil plants and oil dumps, transportation and communication facilities—all were targets which showed the effects of our pre-invasion hammering when D-Day finally came.

Our second great task was during the invasion phase. We helped cover the Normandy beaches, dropping our bombs five minutes before the first waves of assault troops landed, we flew a second mission to Caen the afternoon of D-Day, we participated in the Dutch airborne landings with protective bombing, and we bombed with uncanny accuracy during the St. Lo breakthrough. We sealed off the bridgehead from enemy reserves by cutting the Seine and Loire bridges, and we hammered scores of Nazi strongpoints.

Precision bombing and the 401st blazed the way for the ground forces through enemy strongholds.

One of our outstanding missions was to famed Le Bourget airdrome outside Paris in June 1944. The 401st put up 60 aircraft on that day, and hits on each of five aiming points were officially recorded as "excellent". Col. Bowman also led our Group which led the 1st Division on that day, and the 1st Division in turn led all three Divisions. Dispatched were more than 1,500 Fortresses and Liberators, the largest number of heavy bombers ever sent on a mission up to that time.

When the war ended 8 May 1944, these were the Battle Honors of the 401st Bomb Group:

Distinguished Unit Citation (Presidential Award) with one Oak Leaf Cluster for the Oschersleben and Leipzig missions. European-African-Middle Eastern Theater ribbon with battle participation stars for the following campaigns:

Air Offensive, Europe	4 July 1942 to 5 June 1944
Normandy	6 June 1944 to 24 July 1944
Northern France	25 July 1944 to 14 September 1944
Rhineland	15 September 1944 to 21 March 1945
Ardennes	16 December 1944 to 25 January 1945
Central Europe	22 March 1945 to 11 May 1945

Recognition for achievements both in the air and on the ground went to many. A grand total of 11,884 awards and decorations were presented to men of the 401st! These included one Distinguished Service Cross, 12

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Silver Stars, 13 Soldier's Medals, 75 Bronze Stars, 1,139 Distinguished Flying Crosses, 173 Purple Hearts, and 10,471 Air Medals.

General Order No. 46, Headquarters Second Air Force, then located at Fort George Wright in Spokane, Washington, dated 1 April 1943 activated the 401st Bomb Group.

By 22 April, the 401st had become a fighting entity ready to start on the long grind that eventually leads to the battlefront, and ready to become more familiar with our pride and joy—the B-17.

Most of the officers and enlisted men who formed the cadre came from the 395th Bombardment Group then stationed at the Ephrata, Washington Army Air Base and from the 383rd Bomb Group, a parent training unit at the Rapid City, South Dakota Army Air Base.

Appointed Commanding Officer of the group was Col. Neil B. Harding of West Palm Beach, Florida. He held this position for a month when he was summoned to a combat zone and was succeeded by Col. Bowman of Arlington, Virginia.

Col. Bowman took the Group through training and through 175 missions and on 5 December 1944 was called to Headquarters U. S. Strategic Air Forces in Paris to become Deputy Chief of Staff to General Carl Spaatz. Col. Bowman was succeeded by Col. William T. Seawell, one of the Group's original Squadron Commanders, who remained at the helm until the Group was deactivated. Col. Bowman left USSTAF in May 1945 and at the time this history was written was Chief, Office of Information Services, Headquarters U. S. Army Air Forces in Washington. At the close of the War with Japan, Col. Seawell also was summoned to Washington and was assigned to the office of General H. H. Arnold, Commanding General U. S. Army Air Forces.

Major Robert C. Killam was first Deputy Group Commander of the 401st, and Lt. Col. Clayton A. Scott was appointed ground executive. Major Frank W. Frost was the Group's first operations officer and Lt. Col. (then Capt.) C. A. Brown, the Adjutant.

Original Squadron Commanders, all men of experience, were Lt. Col. (then Capt.) Malcolm K. Martin, 612th; Lt. Col. (then Capt.) Edwin W. Brown, 613th; Lt. Col. (then Capt.) I. W. Eveland, 614th; Col. (then Capt.) Seawell, 615th.

The air echelon was ordered to attend the AAF School of Applied Tactics at Orlando, Florida, 29 April 1943, with field work at the nearby satellite field at Brooksville, and 150 men and two officers remained at Ephrata where temporary Group headquarters were established. The 401st Cadre was the fourth class to go through AAFSAT at Orlando.

First practice mission of the group—with the staggering total of four airplanes—was to New Orleans where the docks area was the target. Three other missions were run during this phase of our training—to Dry Tortugas Island just off Key West, to Mobile, Alabama, and to Charleston, South Carolina.

On 27 May the Group was ordered to Geiger Field in beautiful Spokane, Washington, where we were welded into a stronger unit and where we received our "lead" crews. There were the usual physical exams, "shots", lectures, classes, close order drill, and P. T., and 29 June we staged our first Group parade for which we were complimented by the Geiger Field C.O. on our "high state of training."

Early in July Major Frost was succeeded as operations officer by Lt. Col. (then Major) Allison C. Brooks, who held that position through most of our combat tour, and Col. (then Lt. Col.) Harris E. Rogner became Deputy Group Commander. Col. Rogner eventually became Commanding Officer of the 457th Bomb Group at Glatton, our neighbor in combat and one of three Groups with the 401st and the 351st to form the 94th Combat Wing.

On 1 July we were moved to the Army Air Base at Great Falls, Mon-



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tana, where we were assigned additional airplanes, and training continued for another month. More personnel arrived, the first combat crews reported for duty, and then internal organization was further strengthened.

As the month drew to a close, a review was held featured by the low flying of a formation of B-17s over the assembled troops just as the colors were being brought forward. Early in August three of the squadrons departed for satellite fields to complete their rigorous training schedule. The 612th and Headquarters remained at Great Falls, the 613th went to Cutbank, the 6614th to Glasgow, and the 615th to Lewistown, all in Montana.

September saw our first accidents, and several crashes gave us an indication of the price we were to pay for our part in this global war. Our first Group mission was flown 15 September when the four squadrons engaged in a joint simulation of the real thing. September also witnessed an all-out effort to qualify a majority of the personnel in markmanship with the pistol, rifle, carbine, and sub-machine gun, and records showed that 75 per cent of the total personnel qualified in the use of a basic weapon.

The early part of October was devoted to inspections and then more inspections and to acquiring the personal equipment and impedimenta required for a combat theater. Then, early on the morning of 18 October, the air echelon departed for Scott Field where crews were given their overseas physicals, and last minute inspections of equipment and planes were made. Flying to Goose Bay, Labrador for a day, the crews then pushed on to Meeks Field, Iceland and eventually hit the ETO by way of Prestwick, Scotland.

The ground echelon left Great Falls and the satellite bases on the morning of 19 October, all satisfied that training had been superbly accomplished. Camp Shanks, outside of Orangeburg, New York, was the staging area, and after a hectic five-day period, the men were moved in the dead of night to New York City where they boarded the Queen Mary—the world's second largest ship—for their crossing of the sub-infested North Atlantic.

The Queen's peacetime skipper, Captain Ilingworth, was on the bridge, but the dramatic moment of the crossing was provided by Captain Frazier, staff captain, soon after departure when he made the following address over the ship's loudspeaker system:

"I call upon all you officers and men to obey my orders to the very letter. I have but one task. It is the job of bringing the ship safely to port. And that job, God willing, I *will* do. It is not important that *you*, numbering some 15 thousand, arrive safely in the Firth of Clyde. But it is important that the ship be brought safely to anchor there. Remember that. You and I are not indispensable to the successful prosecution of this war. But the ship is. You will keep in mind, therefore, that all your thoughts during the crossing will be directed toward her security.

"Enemy forces will be at work. The Hun will try every device in his power to bring the 'Queen' to harm. Submarines will trail us and German aircraft will harass us. They have done it before and we have every reason to believe they will do it again. But the 'Queen' will take care of herself.

"From now until the moment you debark, think in terms of the Ship. Treat her gently and do not abuse her. She stands ready to do for you what she has done for thousands who have gone before. Keep her confidence and do not betray her by carelessness or misdeed. Do these things and the ship will bring us to the mouth of the Clyde on Tuesday next—so help us God."

True to Captain Frazier's promise, the Queen Mary sailed into the Clyde on the evening of the 2 November. British planes hovered overhead all during the day, and when we arrived in the Firth, we were met by subs, destroyers, and cruisers, all flying the Union Jack.

The 401st disembarked on the morning of 3 November at Greenock,

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Scotland. The time was 0830 hours. We entrained immediately for England, where we arrived at Geddington Station near Kettering that night at 2100. The blackout prevented any knowledge of what our new locale was like. Air crews had previously flown to Polebrook, home of the 351st. The next day we had our first glimpse of the surroundings.

Our new station, No. 128, APO 557, c/o Postmaster, New York, was situated between the villages of Deenethorpe and Benefield in Northamptonshire, about 80 miles northwest of London and about 50 southwest of the Wash.

Half of our crews were assigned permanently to the 351st, and the remainder joined the ground echelon at Deenethorpe a few days later.

Our first acquaintance with the land of Wellington, Shakespeare, and Churchill came via the mysteries of the Nissen Hut, the ETO version of a barrack.

A Nissen hut resembles nothing so much as a corrugated steel tunnel with fissures in the floor, cracks in the ceiling, and well-ventilated walls. It is the English counter-part of a North Dakota lean-to and was guaranteed to resist any of Man's efforts to employ it as a refuge from the icy blasts of winter. It was twice cursed, it heateth Man in summer and it chilleth him in winter.

Each Nissen hut was equipped with a number of small stoves, the number varying with the inmates' ability to filch same from Supply, and it was soon observed through experience that the person best fitted to start and maintain a fire in one of those gadgets must combine the patience of a Reconnaissance craftsman with the engineering skill of an M.I.T. graduate.

The next feature to strike us in our new home was the ETO bicycle, a thing of steel and wire designed for destruction and styled for discomfort. Instead of a brake operated by a slight pressure on the pedal, these brakes were operated by hand and operated in such fashion as to make a vault over the handlebars a simple thing, even for a second lieutenant.

They soon had everyone limping and were promptly dubbed "Hitler's Secret Weapon."

But war had become a reality. Training and make-believe was over. The blackouts that really blacked out, the searchlights that nightly pierced the sky, the air raid warning or "purple alert" that told of Jerry's approach, the sound of distant AA guns, the trip to London which revealed the devastation that was the Blitz, the serious set of people's faces as they queued up for food, the constant parade of men and women in uniform, the contact with people who had lived through the dark days of Blood, Sweat, and Tears—all these brought home to us the truth that now at last we were really in the Big Leagues.

There was a tremendous amount of work to be done—but it was done by the same united effort which always characterized the 401st, and early in the morning of Friday, 26 November 1943, Triangle S with the Yellow Slash sailed out over the Channel in battle array for the first time.

The target was Bremen, and Col. Bowman was in the lead plane. It was the largest mission from the standpoint of numbers the Eighth Air Force had sent to Germany thus far.

In temperature that reached 47 below zero at 25,000 feet, the Armada of Flying Forts made its way to the German shipbuilding center and unloaded tons of explosives and incendiaries on the city.

Only casualty was to the bomber piloted by Major (then 1st Lt.) Scribner C. Dailey. A mass collision in mid-air seemed imminent when a B-17 below Dailey went out of control and plunged crazily up at his ship. Dailey expertly manipulated his controls, but his ball turret with the gunner inside was sheared off cleanly. Dailey brought his crew back to England—but it was the first of many similar experiences which meant one thing—combat in the ETO.

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On our second mission—to Solingen—led by Col. Rogner, we received "confirmed" credit for the first time for bringing down an enemy plane. The victim, a member of the crack Hermann Goering Squadron with its characteristic yellow nose, was bagged by Sgt. Percy W. Stengel, ball turret gunner from Milwaukee.

It was on the morning of 5 December 1943 that the 401st was responsible for virtually wiping the quaint old village of Deenethorpe off the face of the English countryside. On that date the target was Paris with Col. Brooks as leader.

A fortress piloted by Lt. Walter B. Keith, Jr. of Hodgenville, Kentucky, had just cleared the runway when something went amiss with the engines. The plane dipped and touched the earth, then half-skimmed, half-flew over the ground. Out of control, it crashed into an old stone barn on the outskirts of Deenethorpe and burst into flames.

Eight members of the crew managed to extricate themselves, and men from the base who had dashed to the scene of the crash removed the injured navigator and bombardier from the nose. Others meanwhile dashed from house to house in the village and warned residents to run for their lives before the bomb load exploded.

Twenty minutes after the crash, the 6,000 pounds of bombs went up. The explosion shook the earth for miles around. Most of the homes and barns in the village were flattened and every other structure damaged. Thanks to the heroic work of the men who had warned the villagers, no one was injured—but Deenethorpe was in ruins.

The Union Jack officially came down from the flagpole in front of Base Headquarters on 20 December 1944, and the Stars and Stripes took its place—for on that date we took the Base over from the R.A.F. and Air Ministry. That morning also another fleet of Flying Fortresses left the perimeter of our field for another crack at Bremen.

Units stationed on the Base at that time, in addition to 401st Group with its four Squadrons, were the 450th Sub Depot, 78th Station Complement, 379th Service Squadron, 861st Chemical Company, 1597th Ordnance Supply and Maintenance Company, 1199th Military Police Company, 1209th Quartermaster Service Group, 2966th Finance Detachment, 860th Chemical Company, and 18th Weather Detachment.

First of our airplanes to be put on automatic pilot and headed toward Germany when it couldn't be landed because controls had been shot away was that piloted by Lt. Stuart E. Smith of Colorado Springs. The crew bailed out over home base without injury just as dusk was falling. "Channel Express" didn't make Germany, however, but crashed near Polebrook.

The day before Christmas 1943, Enlisted Men of the Base entertained 650 English children at a Christmas Party in our mess halls, and if you ever saw kids eat—this was it. The children came from Kettering, Corby, Deene, Deenethorpe, Peterborough, Benefield, Stanion, Glapthorne, and Oundle.

The 401st performed nine missions before it lost a crew and for this unusual record received a commendaion from Major General F. L. Anderson, Commanding VIII Bomber Command. The first crew to go down, on Mission 9 flown 30 December to Ludwigshaven, was that of Lt. Trian Neag, although Enlisted Men on Lt. Charles F. Hess' crew bailed out when the ship was badly damaged by flak on our second mission, to Solingen, and eight of ten members of Capt. (then Lt.) Richard H. Kaufman's crew bailed out over enemy territory for the same reason on our fourth mission when the target was Emden. After completing two tours, Capt. Hess became a fighter pilot and subsequently was killed in a take-off crash.

The last day of 1943 was a costly one for the 401st. Weather precluded bombing the submarine pens at Bordeaux, so Col. Seawell, the leader, took the Group on to the secondary target, Cognac Airdrome. Bombing was ex-



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cellent, and the Group was commended by Brig. Gen. J. K. Lacey, Commanding 94th Combat Wing, but two crews were lost. The crew piloted by Lt. Homer E. McDanal, Denver, Colorado, and with Lt. Col. (then Major) I. W. Eveland on board, was shot down by fighters, and Lt. Donald H. Lawry's plane crashed in the water off St. Catherine's Point on the south coast of England. Six members of McDanal's crew, including Col. Eveland, subsequently escaped from France by walking over the Pyrenees into Spain, but four were killed. All of Lt. Lawry's crew were lost. Weather was so difficult on the return that all of the planes which eventually reached England were forced to land at emergency bases on the coast. Two other crews were forced to bail out because of battle damage. These Forts were piloted by Lt. Col. (then Capt.) Jere Maupin and Major (then Lt.) Scribner Dailey.

With ten missions behind them, the 401st greeted the New Year of 1944 confident of the outcome of the air war over Europe. The Eighth Air Force had now reached the point foreseen by Generals H. H. "Hap" Arnold and Ira C. Eaker back in the dreary days of 1942, and the dream of "one thousand of our planes by day and one thousand RAF planes by night" bombing Axis-held Europe had now become a reality.

Lt. Col. (then Capt.) Carl C. "Hub" Hinkle was made commanding officer of the 614th Squadron to succeed the missing Major Eveland, and Lt. Col. (then Capt.) William C. "Judy" Garland became the squadron's operations officer. On 4 January on a mission to Kiel, Col. Garland's Fortress with Lt. Col. (then Major) Malcolm K. Martin on board, was forced to ditch in the North Sea—a day which the British Admiralty later pronounced as the coldest and roughest of the year. Two crew members were lost, but the others were rescued by a mine sweeper after a most harrowing experience.

Early January saw the Group again commended by Gen. Lacey, this time on the accuracy of its bombing and our efficiency in adapting ourselves to the Eighth A.F.'s program without exhibiting the beginner's usual mistakes.

When the crews filed out of the briefing room early in the morning of 11 January, they were going forth to what has since been termed "the greatest air battle of World War II". The target was Oschersleben, and Col. Brooks was combat wing leader. In the course of the mission, the 401st and the entire 1st Division encountered every type of difficulty—there were new, huge rockets, there were swarms of enemy fighters that attacked for 3½ hours, flak was the heaviest yet encountered, and we had no fighter support.

The single exception to the latter statement was a P-51 piloted by Col. (then Major) James Howard of St. Louis, and in one of the greatest performances of the war he, singlehanded, took on a formation of 30 Nazi fighter planes and destroyed four before he dashed back to his home base. Chiefly on the statements of 401st men on the mission, Col. Howard subsequently was awarded the Congressional Medal of Honor.

It was on this mission that Sgt. Jimmy Hamilton of Georgetown, Kentucky, emerged as No. 1 Group hero when, although wounded by a 20 mm. shell which creased his skull and pierced his ear, he stuck to his guns and drove off repeated enemy attacks at the rear of the plane. He was officially credited with three enemy aircraft destroyed, but his crewmates insist that he downed eight, and possibly ten.

Major (then Lt.) Donald V. Kirkhuff's crew downed nine enemy fighters, and all in all the 401st received credit for 26 enemy aircraft destroyed, 15 probably destroyed, and 29 damaged.

It was on this mission also that the entire 1st Air Division received the Presidential Citation but not without heavy losses. We lost four crews, those piloted by Major (then Lt.) James H. Foster and containing the staff of the 614th Squadron: Lt. Harold J. Chapman, Lt. Donald C. Sprecher, and Lt. Steven G. Nason. The crew of Lt. George F. Bingham bailed out over home base, and Lt. Bingham landed his bomber on automatic pilot.



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January 11, 1944 will always be remembered by the 401st.

Mission 17 to Frankfurt was another costly one. Leader was Lt. Col. (then Major) Edwin Brown, and the Group fought fighters and flak for what seemed like endless hours. Crews of Major (then Capt.) Robert W. Beers, Lt. John Tannahill, Lt. Leon C. Van Syckle, and Lt. Donald T. Nicklawski were reported M.I.A., and on a mission to Brunswick 30 January, the crew of Lt. Ronald R. Rohner went down.

Other changes during the month saw the 860th Chemical Company depart from the station, Col. Martin transferred to the 94th Wing and Col. Jere W. Maupin appointed 612th C.O., Major (then Capt.) Donald G. McGree became 612th Operations Officers, and the 2966th Finance Detachment was redesignated the 202nd Finance Disbursing Office.

February, that all-important month in the strategic air warfare when objective was the destruction of the German Air Force, saw the 401st again in full stride. We chalked up ten missions, and it was the Leipzig mission on 20 February for which we received exclusively as a Group, our second Presidential Citation.

Day and night the skies over England resounded with the heavy roar of planes on their way to deal out death, doom, and destruction—and the result on "D-Day" when the enemy's air power was impotent, tells the story of our accomplishments. The week of 20 February when the 401st opened the show by dealing such a staggering blow to the aircraft production at Leipzig has been termed by many authorities as the most important week in the air war against the Nazis.

Crews lost during the month were those piloted by Lt. Frank J. Zitkovic, Lt. Edward T. Gardner, Lt. Roy M. Shanks, and Lt. Vernon A. Arneson.

During February Col. Rogner left the Group to become C.O. of the 457th at Glatton and was succeeded as air executive by Lt. Col. Burton K. Voorhees; the NAAFI closed, and the new Aero Club was opened under the direction of Red Cross Field Director, Henry Day; the Group was notified it was entitled to battle credit for participation in "Air Offensive, Europe"; Capt. (then Lt.) Durward "Fes" Fesmire completed his 100th mission including the 92 to his credit in the Pacific, and commendations came Gen. Williams and Lieut. Gen. James H. Doolittle who had taken over command of the Eighth Air Force from Gen. Eaker on the month's bombing results.

The return trip to England of "Battling Betty" piloted by Major (then Lt.) Alvah E. Chapman and with Col. Silver on board is another saga in the long list of the Group's outstanding and almost unbelievable performances by pilots and crews under extremely difficult conditions of battle damage and weather. In this instance, Major Chapman hedge-hopped from deep in enemy territory back to England, and members of his crew later described the trip "like touring Festung Europe in a sightseeing bus."

Our first visit to the capital of the Reich—Berlin—took place early in March with Col. Edwin Brown, the leader. "Big B" turned out to be just as rough as everyone had anticipated. We flew 18 missions during March and lost six crews—those of Lt. William C. Sheahan, Lt. Claude M. Kolb, Lt. Dale A. Peterson, Lt. George J. Hellmuth, Lt. John A. Dunaway, and Capt. William M. Rumsey. Another ship piloted by Capt. (then Lt.) Donald A. Currie made a spectacular "belly landing" without injury to anyone on board.

March also saw the 401st hitting hard at the rocket bomb sites on the coast of France. While these missions were short trips, they were far from easy for each of the buzz bomb "ski sites", as they were called, was heavily guarded by anti-aircraft guns.

During March, Major Edwin Burge was succeeded as commanding officer of the 450th Subdepot by Lt. Col. (then Major) R. B. Engel; the Post Exchange moved from Communal Site 2 to Communal Site 1 in the NAAFI

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building, and Col. Eveland returned to the base after his hazardous trip out of France to Spain—and freedom.

The first anniversary of our Group was celebrated 1 April at a banquet and stag party at which Generals Williams and Lacey were guests. A musical revue, "You Cawn't Miss It", staged and produced by the 401st made several appearances throughout the area.

Bad weather prevented any flights to enemy territory until 9 April when we ran our longest mission—to Marienburg in East Prussia. Bombing results were excellent, but we lost two crews—those of Lt. William R. Dawes, Jr. and Lt. G. Byrd. The latter, however, made it safely to Sweden and eventually returned to home Base. Another of our original crews went down on the next mission, to an airdrome on the edge of Brussels. Lt. Gaston M. Fox was the pilot.

On a mission to Stettin, the plane in which Col. Hinkle was flying was hit heavily by flak over Hannover but managed to make its way back, thus enabling T/Sgt. Harold Cook of Major Kirkhuff's crew to become the first of the original 401st to complete 30 missions. "Duffy's" Tavern", one of our famous ships, had a rough voyage, but "Duffy" Locher, who was "Archie" to the rest of the crew, brought them back to England by skirting towns and avoiding flak belts. When the ship touched the runway, No. 3 prop fell to the concrete. Duffy, incidentally, completed two tours and was embarked on his third when the war ended.

But it was a costly mission and other crews which failed to return were those of Lt. Frank O. Kuhl, Lt. Samuel P. Wilson, Lt. Robert O. Stine, and Lt. Francis L. Shaw.

April was a difficult month. The next mission to the ball bearing works at Schweinfurt saw swarms of FW-190s attack us and heavy flak all the way. Lt. Steve Lozinski brought his Fort the last 195 miles on an engine and a half and made a crash landing on an RAF field. Nearly everyone on the mission had some trouble, and crews failing to return were those of Lt. Alfred B. Vokaty and Lt. Boudinot Stimson.

April 20 saw more than 2,000 aircraft pounding targets throughout France in the "softening up" process. Our target was the Bois Coquerel airdrome, and two crews were listed M.I.A. Pilots were Lt. Frank F. Daugherty, Jr. and Lt. Charles S. Ksieniswicz.

On the 29th, Col. Rogner led the Wing to Berlin. It was our 60th mission, and it was the biggest day blow ever struck at the Reich capitol. Capt. Jim Reigler led the PFF ships. More than 2,000 tons of bombs were dropped—but the Eighth Air Force lost 63 bombers—three of them from the 401st. Pilots were Lt. Donald E. Butterfoss, Capt. (now Major) George Gould, and Lt. J. H. Singleton.

Other April events saw Col. Scott leave the base and his position filled by Col. C. A. Brown, our first Silver Stars presented by Gen. Lacey and the formal opening of the Sergeants Club at Communal Site No. 1.

May history of the 401st was marred by the heaviest loss, the operation to Dessau on the 28th, of any day since we had been operational as the gigantic pre-invasion blasting of Hitler's Europe continued at terrific pace.

Col. Bowman was awarded the Silver Star and DFC, and Gen. Williams sent a special letter of commendation for our bombing of the marshalling yards at Luxembourg 9 May when we led the 94th Wing.

In the Dessau operation the 401st furnished the low box of the 94th Wing. Dense smoke was observed over the target, the Junkers-88 aircraft manufacturing plant and airfield. Almost immediately after the IP, (initial point) a swarm of 200 enemy aircraft concentrated their attack on our group with the result that six crews were lost and a seventh ditched in the English Channel on the way home. It was the heaviest loss of our entire combat tour, and it was a bleak night around Station 128 on 28 May 1944.

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On the Dessau operation a lone P-51 fighter pilot—later identified as 2nd Lt. Dale Spencer of Clymer, New York—probably saved the day for many 401st ships. Four ME 410s were seen to fly parallel with our formation and then queue up for an attack. Just as they were getting set to come in, Lt. Spencer slid in from low behind and, within the space of not more than a minute, got all four! He was later the honored guest at a special party given for him at our Officers' Club.

Crews lost on the Dessau operation were those of Lt. George E. West, Lt. William F. Protz, Lt. Paul F. Scharff, Lt. Walter B. Keith, Lt. Frederick H. Windham, and Lt. Vincent J. Kaminski. The crew to ditch with all members saved was that of Capt. G. F. Carter.

Several trips were made to Berlin in May, and crews lost over "Big B" were those of Lt. Browning O. Grimmett and Lt. Dana M. Lenkeit. Major Clyde A. Lewis, in a remarkable performance, brought "Maggie" home from one of the Berlin missions after it was badly smashed by flak.

Another crew which was forced to Sweden where members were interned was that piloted by Lt. Sullivan N. Tonti. This was during a mission to Stettin 13 May. Flak claimed Lt. Marien O. Hagan's crew riding in "My Day" on a mission to Kiel 19 May—Mission No. 70 for the 401st. After bombing Berlin, Lt. John S. Whiteman's crew made a crash landing in Denmark, where members "procured" some boats, rowed to Sweden and eventually got back safely to England.

Next to last mission of the month, to Oschersleben again, saw excellent bombing results but two losses—crews of Lt. Carleton L. Wilson and Lt. Alpheus L. Kilmer.

During May our bombing was fourth from the top among the 41 heavy bomber Groups of the Eighth A. F. May saw a change in the mess halls, with No. 1 moved to Communal Site 2 and a Combat Mess—"Herbie's Hash House"—opened in the former No. 1 hall on Communal Site 1.

June—D-Day Month—21 missions by the 401st—No. 1 in bombing accuracy among the Enghth Air Force—yes, June 1944 was a whirlwind month for our Group.

An announcement over the Tannoy gave the first tip-off to the base that "D-Day" might at long last be here. A tingle of excitement ran through the base as each man heard this announcement: "All military personnel on the field—Attention—All military personnel on the field. You will immediately carry gas mask and helmet. You will carry a weapon with you at all times. That is all."

This set the rumors flying. Cliches like "This is it!" "This is the Big Show", etc. filled the night. Cynics, slightly fed up with the months-on-end false alarms, the reams of copy in London papers about a D-Day that never seemed to come off, and the dry runs that had been made repeatedly in the past few weeks, scoffed at the wild talk. "Another one of them Pas de Calais jobs," said one gunner—and many agreed.

There were more fliers in the briefing room that night than had ever been there before. The fight for seats was a merry one. Not all of the men were able to find a place on the benches—and they chocked the aisles. Some of them sat on the hard concrete floors, and the rest lazed against the walls.

A sound of disappointment and delight was the mixed reaction from the audience when the canvas curtain was raised and there in full view of everyone was the map, the routes to and from the target marked off with colored tape.

Some were sure it was another Pas de Calais job. Some were equally sure it was the Invasion. Col. Bowman walked slowly to the platform.

"Gentlemen," he said, "remember the date—June Sixth 1944. Remember it because your grandchildren probably will ask about it. This is D-Day."

Instantly the quiet of the room was shattered with the sound of men

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awakening to a realization that the Day of Days was at hand. They yelled like wild men, they laughed, they roared. They sprang to their feet as of one huge body, and they pummelled one another as they yelled and whooped it up.

Before the briefing was over, glider planes could be heard overhead as the C-47s towed them to their long awaited rendezvous. As far as the eye could see they stretched in clusters across the skies with myriads of colored lights to prevent collisions in the crowded sky.

Soon the Forts began to warm up, flares were fired from the Control Tower. The Big Bombers took off, one by one, down the runway—off to soften the beaches and off to successfully drop their eggs almost as the first assault waves of the Glorious Ground Forces made their epochal landings on the shores of Normandy.

From that moment on, activities throughout the remainder of June were stepped up to a high pitch. Flying and ground crews alike worked long hours without sleep. No one kicked—everyone was happy that the invasion was on—and happy in the thought that we were doing all we could to help our Ground Forces in the greatest military move in all history.

The climax of the month was reached 14 June when the 401st put up 60 aircraft to bomb Le Bourget airdrome at Paris and when Col. Bowman led 1,528 Forts over the Continent. Results of our bombing on our five MPIs are well known and the superb results achieved by our lead bombardiers—Major Julius Pickoff, our Group Bombardier, Capt. Henry R. Briarton, Capt. Harry W. Meadville, Capt. William W. Dolan, and Lt. Ralph W. Wolfe—will long be remembered. Each got a "shack" and 90 per cent of our bombs were within the 2,000 foot circle.

On 15 June Col. Seawell became Air Executive to succeed Col. Vorhees who went to the 94th Wing, and Lt. Col. (then Major) Ralph J. White became C.O. of the 615th Squadron to succeed Col. Seawell.

During the month the Base honored that gallant fighter pilot, Lt. Dale Spencer, and we had as another guest Lt. Gen. Laurence Kuter from Headquarters, U. S. Army Air Forces.

Tragedy visited the Group 12 June. A defective fragmentation bomb, being unloaded by the Armament section of the 614th Squadron, dropped to the concrete hardstand and exploded. Seven men were killed and 11 others badly injured.

The 100th Mission of the Group was completed 25 June with an underground storage dump at Montbartier, France—near the Spanish border—being the target. It was hit—dead on—and on the evening of the 26th we celebrated the 100th mission with a big Hangar party. More than $1,000 worth of beer was consumed, there were genuine American hot dogs, and the Group was complimented by Gen. Williams for having the distinction of being the first in the ETO to complete 100 missions in seven months of operations.

During the month one of our planes, "Boche Buster", completed 50 missions without an abort, and the Ground Crew was honored.

Crews lost during the month were those of Lt. Russell H. Schroeder, Lt. William E. Massey, Lt. Garret A. Filmeyer, Capt. William W. Trimble, Lt. Atherton, and Lt. John W. Myretetus.

By dropping 73 per cent of our bombs within 1,000 feet and 96 per cent within 2,000 feet of the assigned MPI or aiming point, our Group in June established a new record for bombing accuracy and efficiency and set a standard never before equaled in the Eighth Air Force.

Compact patterns, indicative of tight formation flying, and superior concentrations of bomb hits is the reason we led the Eighth during this all-important month.

In July, missions were flown 21 of the month's 30 days and in July, also,



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we received official word of the awarding of the Presidential Citation to the 1st Air Division and our Group for the Oschersleben mission of 11 January. In July the 401st flew 521 sorties and put 517 aircraft over the target. Seven crews were lost and one ditched in the channel, but all members except the co-pilot were saved. Crews lost were those of Lt. James C. Neill, Lt. Walter J. Otton, Lt. Willie E. Johnson, Lt. William J. McKeon, Lt. Jack L. Fredrick, Lt. Kenneth R. Mugatroyd, and Lt. Jay D. Ossiander. Crew to ditch was that of Capt. Edward W. Coleman.

In July it was learned that Major (then Capt.) Arnold C. Kuenning of the famed team of Kuenning and Capt. Rufus Causey, navigator, led the Eighth Air Force bombardiers during the preceding month. He was later assigned as 94th Combat Wing bombardier when he completed his tour with the 401st.

Col. (then Major) William C. Garland became 614th C.O. to succeed Col. Hinkle, our Group participated in the huge bombardment in direct support of ground troops which paved the way for the St. Lo breakthrough, and the 401st softball team won the 1st Division championship under the coaching of Capt. G. E. Adams.

August saw the Luftwaffe come up in force during one of the Group's operations, causing the loss of three crews. Seventeen missions were flown, many of them in support of the advancing Allied Forces in France.

The fighter attack occurred on the mission to Weimar 24 August. In the vicinity of Ulzen-Salzwedel, between 30 and 50 190s and 109s attacked our formation. Three aircraft, two of which became stragglers, were shot down and a third left the formation when it was hit by 20 mm. projectiles.

On a mission in support of British and Canadian troops in the Caen vicinity 8 August, the lead ship in which Col. Maupin, the Air Commander, was riding received a direct flak burst. The pilot, Capt. F. P. Ball, was struck by flak in the shoulder, and five of the crew members bailed out. Col. Maupin came down in the direct fire of an artillery barrage. He was flown back to England that same night and was at his Squadron area eight hours after bailing out. The ball turret gunner was wounded and couldn't get out of the turret. Because of a pre-arranged pact among themselves, four members of the crew crashed with the ship in what was one of the strongest bonds of friendship ever recorded in the ETO.

During the month, Col. Brooks finally received a long-sought transfer to a Fighter Group and was succeeded as Group Operations Officer by Lt. Col. (then Major) Delwyn "Hiho" Silver. Ninety-six crew members completed tours during the month, and several evaders returned from France.

On 5 August the Base came to the rescue of our neighbors, the ATS camp at Brigstock when it ran out of water. One hundred gallon decontamination tanks were used in a shuttle service to provide water for our good pals the ATS girls.

Two of our aircraft collided over the target area on our first operation of the month—to an airfield at Chartres, France. Crews lost were those of Lt. Robert B. Sproul and Lt. J. Melofchik. Lt. John J. Sauerwald's crew was lost on a mission to Genshagen, Germany 6 August. Crews lost on the Weimar mission were those of Lt. P. W. Finney, Lt. M. M. Cain, and Lt. Melvin S. Fish.

As the month came to a close Lt. Frank Carson, Jr.'s crew brought "Homesick Angel" back to the Base after a hard mission. The "Angel" was battered worse than any ship ever to return to home base, and how members of the crew survived is another of the miracles of the air war in the ETO.

September saw the Group fly 14 missions including the 150th since our arrival in the Theater, and although all attacks were against Germany proper and some Groups suffered extensive losses from enemy aircraft, we had no attacks.

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Marshalling yards to disrupt the enemy's flow of supplies to its front in the Ruhr Valley made up most of the month's targets, although the industrial Ruhr itself as well as synthetic oil plants were other aiming points. The month saw the 401st in excellent bombing support of the Allied airborne landings in Holland—and on another mission, to Frankfurt, we were the Eighth Air Force choice to carry "Braddock" bombs—tiny incendiary instruments—to be used by foreign workers within the Reich in acts of sabotage and destruction.

We had two outstanding USO camp show productions during September. There were two marvelous concerts by Yehudi Menuhin, world-famous violinist, accompanied by Marcel Gazelle, the Belgian pianist, in the finest entertainment ever presented on the Base, and later on a show headlined by Marlene Dietrich was given before 2,500 men in Hangar No. 1.

Our first fatal crash on take-off in 151 missions occurred during the month when an aircraft loaded with fragmentation bombs crashed at the end of the runway on the main road to Weldon and exploded.

On a maximum effort in support of the airborne landings in Holland, we put up 50 aircraft—this despite severe battle damage to many of our planes earlier in the month. The "ME" brought this tribute from Col. Bowman in a message to all Station Engineering personnel: "Recently we took a lot of battle damage as you know all too well. Close on the heels of this headache came an urgent appeal from the ground forces for some help in Holland. The Eighth Air Force called for our maximum effort. They got it. The 94th Combat Wing made available for the mission 145 planes from its three Groups, 50 of which were ours. The next highest Wing offering was 82. The equipment functioned excellently, and the eight formations our Group sent out obtained superior results. This record speaks for itself. Division and Wing are highly pleased. Congratulations to the engineering personnel for a swell job."

Another of our better known planes, "Fearless Fosdick", met its end during September. Badly damaged by flak in the target area, an engine caught fire as "Fosdick" reached home base. The crew bailed out in the vicinity of Peterborough and "Fearless" crashed near Leicester.

The 401st Fliers, our crack softball team, won the American Red Cross invitational meet at Northampton. During the season the Fliers won 33 games and lost two and were pretty generally regarded as ETO champions.

Another "extra-curricular" activity was the Pet Show sponsored by the Aero Club.

Major (then Capt.) Arnold Kuenning went to 94th Combat Wing as Wing Bombardier, and Capt. (then Lt.) Myron Pierce went to 1st Division navigation staff.

Crews lost during the month were those of Lt. David Loughlin, Lt. William B. Woodward, Lt. Milton R. Wingard, Lt. Francis E. Cooke, Lt. Edward N. Daves, Flight Officer Otto F. Nagle, Jr., and Lt. Thomas A. Davis.

One of the most severe losses of our operational tour occurred during October 1944 on a mission to Politz, Germany where the target was the huge synthetic oil plants. Five crews failed to return, and seven other crew members were injured. Crews which failed to come home because of the extremely accurate flak were those of Lts. Robert W. James, Alexander Harasym, Thomas K. Hill, Harry P. Silverstein, and August J. Nelson, but it was later learned that two—those of Lts. Hill and James—landed without injuries in Sweden where members were interned.

Weather was bad and only 12 missions were run during the month. When the Red Cross announced it could not use funds raised on the base for Prisoner of War packages, $1,867 was sent to the Air Forces Aid Society in Washington. The sum of $1,200 had previously gone to the P.W. Fund.

Capt. (then Lt.) G. S. Schaunaman made a beautiful one wheel landing

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with "Hangover Haven" and "Hell's Angel Out of Chute 13" completed 75 missions without an abort.

Our first year of operations was completed in November, and the record showed 172 missions—the 172nd being to Merseburg on 25 November. The month also saw the awarding of the Distinguished Service Cross to Lt. Carl L. Hoag, Jr. by Gen. Carl Spaatz, then C. G. of USSTAF, for his heroic work of navigating his damaged aircraft back to England although he was blinded in one eye by flak, and the vision in his other eye was impaired by the wound. This was on a mission to Bohlen when more of our aircraft were damaged, and crews had more difficulty than on any other mission to date.

November saw Capt. D. W. Fesmire complete his 133rd mission, for a new ETO record. Capt. Howard F. Fishbeck was the first member of the Group to complete two tours—40 missions.

We received our first visit from our new Division C. G., Maj. Gen. (then Brig. Gen.) Howard M. Turner who was accompanied by Brig. Gen. Bartlett Beaman, his Chief of Staff.

Thanksgiving Day was quietly observed with turkey dinners and a Union Thanksgiving Service in charge of Chaplain Ward Fellows in historic Cransley Church near Kettering.

The Group's touch football team won the championship of the 1st Division and ended the season without being scored on.

Crews lost during the month were those of Lt. Herbert L. Oas, Jr., Lt. Raymond H. Hillestad, Capt. Francis E. Rundell, Jr., and Lt. Robert J. Keck.

Col. Bowman was called to Headquarters of the United States Strategic Air Forces in Europe as Deputy Chief of Staff to Gen. Spaatz and was succeeded as Group Commander by Col. Seawell on 5 December. Col. Seawell, who had completed one tour, was in the United States on leave at the time, but was summoned back immediately. Lt. Col. Edwin W. Brown, 613th C.O., was named Air Executive and Deputy Group Commander, and Lt. Col. (then Major) E. T. de Jonckheere was named 613th C.O.

On 21 and 22 December the Group was visited by a Congressional Delegation composed of the Hons. Norris Paulson, Los Angeles, and LaVern R. Dilweg, Green Bay, Wisconsin.

Christmas 1944 again saw us entertain 500 children from nearby villages.

The worst fogs since our arrival in the ETO enveloped the Base during December. On one occasion we were completely "blacked in" for a period of three days, and the following week a second intense fog hung in the area for seven days. On the return of the mission to Gerolstein 27 December, ground fog and haze were so bad it required two and a half hours to land the formation—but it was done without mishap under the expert direction of our Flying Control Officer, Major Charles Baldwin.

Because of the weather and the fact that our Base was closed in much of the time, many of our crews were scattered all over England for Christmas, and 20 crews spent the holiday with WAAF's at an RAF coastal command base at Predannack on Lizzards Point near Lands End. Others spent the day at Lavenham eating K rations for their Christmas dinner. Not until 26 December—an absence of a week for 32 of our crews—did all of our airplanes get back home.

Not a crew was lost during this month.

New Year's Eve—the eve of "Victory Year" was celebrated with dances at the Officers Club, Aero Club, and the Sergeants Club.

The 200th mission of the 401st Bomb Group was flown 28 January to Cologne. Leaders were Lt. Col. (then Major) William C. Garland and Capts. Robert L. Stelzer and G. S. Schaunaman.

It was an epoch-making event in the brilliant history of a brilliant Group, and it marked the completion of 200 missions in 14 months and two days of operations.

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January 1945 saw another record slashed when the 401st completed 30 consecutive missions without the loss of a crew. January also saw "Hell's Angel Out of Chute 13" complete 100 missions without a turnback.

The party celebrating the 200th Mission was held 1 February in the form of a carnival-circus in Hangar No. 1. Among the guests were Lt. Gen. James H. Doolittle, C. G. of the Eighth Air Force, and Generals Turner and Lacey. In addition to some outstanding entertainment and a concert by the Flying Yanks Orchestra from Eighth A. F. Headquarters, the celebrators consumed some 1,000 gallons of beer and 5,000 American hot dogs.

A huge tent—200 feet long and 40 feet wide—was erected in the hangar for the program of speeches and music.

"History will record the job done by the heavy bombers as being largely responsible for stopping the recent German breakthrough", General Doolittle said.

"The Hun is on the ropes. He is groggy. Now is the time to knock him out. You've done a splendid job so far. Now give him everything you've got, and get it over with."

He complimented the Group on its bombing record and said, "Your outfit has established a remarkable record as an excellent team. It is a record which shows careful planning and splendid work on the part of both your air and ground crews."

Seventeen missions were run during the month, and four crews were lost. They were those of Capt. S. J. Lozinski, Lt. Ernest A. Hansen, Lt. Jeff N. Donalson, and Lt. Myron L. King.

We participated in the smashing Berlin mission of 3 February, and our targets included the Air Ministry, Ministry of Propaganda, German War Office, and Reich Chancellery. Weather was perfect, and bombing was excellent—it was a blow from which the Nazis never recovered. Estimated killed were 25,000 Germans.

Visitors during the month included one Congressman, the Hon. Charles M. LaFollette of Evansville, Indiana, and two U. S. Navy Captains, H. C. Wick and George C. Miller. A British Lancaster, with 125 missions and a record of never having been hit, also visited the Base for a day. Painted on the outside near her flight deck were Herr Goering's now famous words, "No enemy plane will fly over the Reich territory."

We closed the month by running 13 consecutive missions in 13 days. On one, the crew of Lt. George W. McKay bailed out over England, and their aircraft which had received major flak damage crashed near Lincoln.

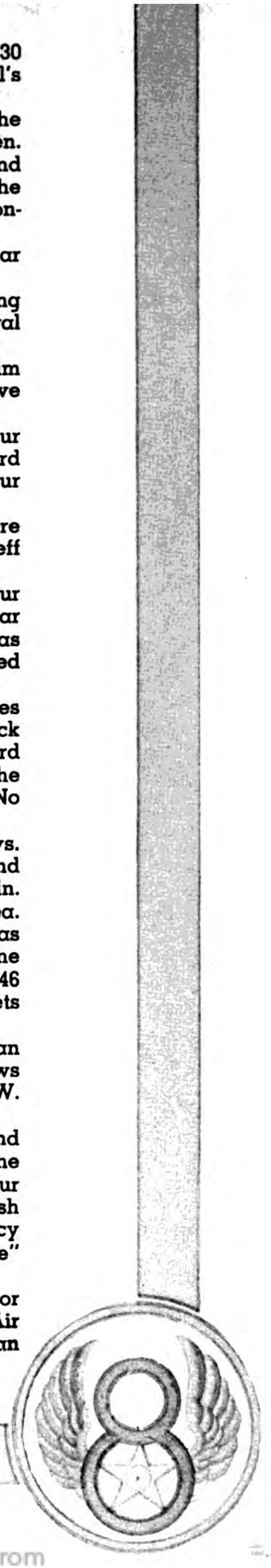
February also saw all the lead crews move to the 615th squadron area.

A new record in the number of missions run in any one month was established in March. Twenty-two operations were completed—two in one day—and a record number of credit sorties were flown—754, while 746 aircraft attacked targets. A total of 14,246 bombs were dropped on targets and 59,870 rounds of ammunition fired.

We encountered our first Nazi jet-propelled ME-262s in March, and an attack after a mission to Berlin resulted in the loss of one aircraft. Two crews were lost during the month, those of Lt. David E. Vermeer and Lt. Joseph W. McCullough.

Aiming points on missions to Barmingholte, Gladbeck, Hopsten, and Twente, were demolished in some outstanding bombing. At the end of the month the 612th Squadron had completed 90 missions without a loss. Our famous Fort, "Hell's Angel", ended her great career when forced to a crash landing in France. "Chute the Works" flew its 100th mission 8 March, "Fancy Nancy" completed 130 without an abort, and "Diana Queen of the Chase" chalked up 109.

Col. E. W. Brown and Col. Jere Maupin were called to Washington for special assignments, and Col. Silver became Deputy Group C. O. and Air Executive. Col. Garland became Group Operations Officer, Major Chapman



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was named C.O. of the 614th to succeed Col. Garland, and Major Donald G. McCree was named 612th C.O. to succeed Col. Maupin.

Returning from a mission to Rheine, Salzbergen, the aircraft piloted by Lt. Charles J. Campbell made a crash landing on the England coast because of severe flak damage, and seven members of the crew were killed.

VE-Day was 8 May 1945—but so far as the 401st Bomb Group is concerned, the War in Europe ended for us 20 April. Our operational tour was brought to a close when our 254th mission was flown to Brandenburg on that date. On the 21st there was a "stand-down" which seemed ordinary, but when the "stand-down" extended into five, and then ten days—and the Russians enveloped Berlin while the Americans swept forward along all fronts and linked with the Russians on the Elbe—we knew that the job of heavy bombardment in the ETO had been finished.

We were briefed for a mission 28 April—and the crews were in the process of forming—when a recall order was sent out—"Patton has captured our target."

Fourteen missions were run in April, and until that final "stand down," our Group did some of the most brilliant bombing of the war. On two of the missions, to the German pocket on the Gironde estuary at Royan north of Bordeaux, we flew without escort, and on the second one—where results were excellent—we circled the target for more than an hour while a "traffic cop" in an observation plane watched the formations go in and directed others when to attack and where to attack.

Our last mission was to the outskirts of Berlin—the militarily important city of Brandenburg, where the marshalling yards was the target.

From 20 February to 20 April 1945, we flew 45 missions—45 missions in two months, and it was during this period that we had some of our most successful attacks.

Early in the month the Group received the 94th Combat Wing "Best Bombing Plaque" for our record during March.

It was during April, too, that the 431st Air Service Group consisting of Headquarters and Base Services Squadron, the 861st Air Materiel Squadron, and 857th Air Engineering Squadron were activated with Lt. Col. C. A. Brown, formerly 401st Ground Executive Officer, as Commanding Officer. Major Walter R. Lindersmith, formerly Air Inspector and C.O. of the 78th Station Complement, became 401st Ground Executive.

Col. Engel became Executive of the Air Service Group and C.O. of the Headquarters and Base Services Squadron, Major Robert C. Clements became C.O. of the Air Engineering Squadron, and Capt. Russell C. Irish became C.O. of the Air Materiel Squadron.

Two crews were lost during the month—those of Lt. Eugene A. Viehman and Lt. Aubrey J. Bradley, Jr. The Bradley crew was lost on our last mission and was on its 33rd mission at the time.

In the last month of our operations, the amazing total of 76.6 per cent of all our bombs fell within 1,000 feet of the assigned MPI!

When the war was over, one of our famous aircraft, "Fancy Nancy," had chalked up 134 missions for the second best record of any B-17 in the ETO. "Nancy" had many rough missions, but her ground crew kept her in shape, and when Mission 134 was recorded, there was no happier bunch of mechanics or "A.M.s" in the entire armed forces than Master Sergeant Victor C. Magnuson, crew chief, and Sgt. William E. Hammila, Sgt. Hubert J. Westendorf, and Cpl. Howard M. McKinney.

May—VE-Day—Movement orders—Movement to the USA for redeployment to the Pacific. What a month was May 1945 in the history of the 401st! Two hundred and fifty-four missions in 17 months with a bombing record second to none!

The first few days of May were quiet—then came a restriction on the morning of 7 May. We knew it was all over—but had to wait the final word

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which came from Prime Minister Churchill at 1500 hours on 8 May. VE Day was here at last—the War in Europe was over—this was it!

VE Day was celebrated rather quietly on the Base. We had a huge display of fireworks from the control tower at 2300 7 May, and at 1900 8 May, the entire Station Personnel marched to the tower for a formal observance.

There was a speech by Col. Seawell followed by religious services with the men dividing into groups for Protestants, Catholics, and Jews. Protestant services were conducted in front of the tower by Chaplain Fellows, Catholic services were led from a portable altar set up by Chaplain J. H. Burke with a B-17 in the background, and Jewish services were conducted by W. Meier of Kettering. Following the services, there was a beer party but by nightfall all was quiet. Another fireworks display of aircraft flares concluded the celebration.

"You have acquitted yourselves very proudly," Col. Seawell told the Group at the tower meeting. "You are a damn good fighting outfit. I want to thank you sincerely for your work, and I want you to know how proud I am of every one of you. We are still a unit and must go on the assumption that we must stay prepared for the offensive against Japan. Be set for the hardest course ahead and keep keyed up to the same point that gave us our marvelous combat record."

On the following Monday, 14 May, we went back to Army life. Bugle calls were heard, drill and calisthenics were in order, and reveille was at 5:45 a.m., and taps (of all things) at 2230! After our hard training and our strenuous operational tour, this was hard to believe—and hard to take—but no one complained, and soon we were a full-fledged garrison outfit awaiting the next word.

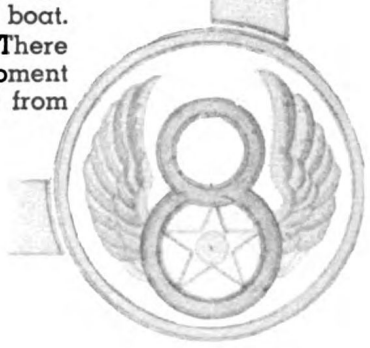
That word came soon. On Tuesday, 15 May, a Field Order came through notifying us that we were to be moved immediately—and to the UNITED STATES. Reveille and the regular calls continued, but drill and calisthenics were abolished, for everyone had work to do—plenty of work. Crews were taken on celestial missions and instrument checks, airplanes were tuned up for the overseas hop, fuel consumption checks were made, and the aircraft were weighed for balance. A whir of activity followed the first announcement, and from the standpoint of glee, this was a bigger day for us than VE Day itself.

Between the end of operations and the announcement that we were going back to the USA for regrouping, we ran three observation trips over the Ruhr Valley and down to Frankfurt for ground personnel. The vast damage to German cities was impossible to believe unless it was actually seen from low altitude. This series of trips proved a grand reward to the groundmen who had labored unswervingly for nearly 20 months and through 254 missions—and they took credit along with the combat crews for the results they now observed.

Four other trips were made by the Group to Linz-on-Danube in Austria for the purpose of evacuating French and British Prisoners of War. Skeleton crews were sent to the big German Air Force training field, only recently taken by the 3rd Army, and each of the 30 airplanes sent each day brought back 30 former prisoners. The ex-prisoners were taken to the airport at Orleans near Paris, and the British prisoners were brought back to England.

It was announced that each Squadron would send 19 planes home—each plane loaded with its regular crew plus ten ground personnel. Airplanes were fitted with extra dingheys, there were ditching drills, and the ships were carefully checked by Air Transport Command which was in charge of the overseas movement. Personnel not going by air were slated to go by boat.

Preparations reached a high pitch near the end of the month. There was the usual processing, the physical examinations, checking of equipment and inspections, then more inspection. Inspectors were at the Station from



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Army Air Force Headquarters in Washington, from USSTAF, from Eighth Air Force, A.T.C., U.K. Base and 1st Air Division.

The Medics were in there pitching. Everybody got more shots—just to be on the safe side—and finally everything was in readiness.

Then the usual "scrubs". One delay followed another until at long last at 1100 on Memorial Day (a memorable day for us) the first airplane piloted by Col. Seawell took off for America.

Sixteen B-17s left the station the first day, and by the fourth of June, all of the 78 planes with crews and passengers were on their way. The route home was via Valley, Wales, and the usual North Atlantic with stops scheduled at Iceland, Greenland, Goose Bay, Labrador, and Newfoundland—then Bradley Field—and Camp Miles Standish for 30 days "R and R."

Remaining ground personnel packed—and the cry was "Okinawa—here we come!"

More delays followed for the "gravel pushers" but finally on the 20 of June, a parade of special trains left Geddington Station for Gurock, Scotland where we boarded the world's greatest transport . . . The Queen Elizabeth . . . for the trip home.

Loaded with 15,000 troops—mostly Eighth Air Force—the Elizabeth steamed out of the Firth of Clyde at 6 p. m. on 25 June for the first peacetime crossing westward, and just four and a half days later—about 10 a. m. on 29 June—the coast of Jersey was sighted.

It was a wonderful crossing. "Chow" was excellent, and despite the fact that the 401st was the first Group on the boat and the last off, and the further fact that the entire membership of the four Bomb squadrons were permanent K.P.s for the entire trip, everyone enjoyed it. Th K.P.s were not overworked —they got the best of the chow and more than they wanted—and not a squawk was heard.

On the third day out the "Lizzie" ran into the tail end of a hurricane, and a number of the men became ill, but the storm lasted less than 12 hours, and on the final day, the sun shone brightly and every last man was on deck when land was sighted.

Among the passengers were 700 nurses, General DeGaulle's son, and Princess Juliana of the Netherlands. The shipment was made up of 12 Groups of Eighth Air Force, five General hospitals, and a small number of navy personnel in addition to a few Frenchmen (aviation cadets), and some civilians.

Two hours out of New York harbor a giant Navy dirigible came into view, and soon it began to circle above the Elizabeth. Then through a giant loud speaker, we were given an address of welcome . . . and what a cheer went up from the jammed decks when the speech ended! Autogiros began to fly about the giant ship with photographers, and news cameramen, and then the official welcoming boats—one with a WAC band on top—escorted us into the harbor.

The "Old Lady" with the Torch of Liberty was the thrill we had been waiting for, and soon every boat in the harbor, and many of the factories and industrial plants lining the harbor began to toot welcomes with their whistles. The "Lizzie" with her deep-throated foghorn answered them all, and for two solid hours the harbor was a bedlam of noise.

The "Lizz" was dressed in her best parade get-up—a grand spectacle—and when she finally pulled into the 51st street pier—Pier 90—we had received the greatest welcome ever extended to any ship in the entire history of New York harbor.

Streets running to the river were blocked with waving civilians, office windows were jammed, welcoming signs were posted all over the place, and it was a thrill you had to experience to really understand.

Then came the Red Cross girls and the countless bottles of milk—real milk—and the snappy jazz band on the dock. We were rushed to efficient

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Camp Kilmer where in less than two days of processing, we were off—off for home for 30 grand and glorious days.

All of our airplanes reached the USA safely, and those who flew home had the same experiences at Bradley Field and efficient Camp Standish where they were sent to the four corners of the USA for 30 days of rest, rehabilitation, and recuperation—before the Japanese offensive.

Our movement orders were Shipment 10034, Hq. ETO, and they were dated 13 May 1945. Fourteen hundred and forty men flew home, and 1,528 came by boat. A holding party of 150 men in charge of Major L. P. Davison remained at the Base in England to close it up and turn it to the Air Ministry where it became a training school for RAF pilots.

Our 30 days of fun over, we reported to the Sioux Falls, South Dakota, Army Air Field—better known as "Kamp Konfusion"—where we learned to our sorrow that the Grand Old 401st was to be broken up and inactivated. Members were assigned to new B-29 Groups being formed for the Jap war, and others were told they would be separated from the service.

It was a blow, and in the heat of Sioux Falls, jam-packed with 35,000 returnees of the Eighth and Fifteenth Air Forces, we got over it the best we could.

Then it was processing all over, more physical exams, reassignments to all parts of the country, and tough "farewells" to our buddies.

Suddenly the bottom dropped out. It was Atom Bomb No. 1, then Atom Bomb No. 2. Russia declared war on the Japs—and before we knew it—V-J Day—and the War was over.

What confusion, what hectic days, what next? Our TAT (to accompany troops) equipment which had arrived at Sioux Falls was turned in, records were surrendered, officers and enlisted men alike were shipped hither and yon—it was the end of the "best damned outfit in the AAF"—and the 401st remained but a happy—and lifelong memory.

Never again in the history of all wars will there ever be an outfit with a better morale than the 401st Bombardment Group (Heavy).

Space limits us from mentioning more names of some of our famous members in this abbreviated history . . . our pilots, co-pilots, navigators, bombardiers, gunners—our well-trained "Mickey" operators. We'd like to list every Squadron staff from Armament officers down to the permanent K.P.s who kept us so well fed, but we just don't have the room.

However, when we finished our operational tour, here were a few of the men who held key jobs:

Capt. Wallie Harb was schools officer for air training, Lt. Col. Leon Stann who was 613th Operations Officer went to the 457th at Glatton as a Squadron C.O. and was succeeded by Major James J. Locher. Lt. Col. Carl C. Hinkle left the 401st to become Group Operations Officer of the 351st at Polebrook, and Major Donald V. Kirkhuff was 614th Ops Officer. Major Clyde Lewis held the same job in the 615th, and Major J. D. Strauss was 612th Ops.

Major Harold Kennard and Major Earl Mulmed went all the way through as Group Communications Officer and Group Flight Surgeon respectively, and Major "Pop" Fry was Group S-2 until near the end of the war when he returned to the USA. Major Eugene Wise ran the Officers Club until it was closed, Major Herb Ewald was Station Mess Officer, Major Albert E. Barrs was Courts and Board Officer, and Major L. P. Davison was in charge of claims and investigations. All these men also held down jobs as Squadron Executives.

Major Julius Pickoff was our Group Bombardier from activation to deactivation, and Major Jim Egan was Group Navigator most of the time. Capt. Charlie Hunt was Group Engineering Officer with Capt. Frank Wilson as his assistant. Major Jackson M. Phipps was Group Adjutant with the gold leaves



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coming after we had packed up. Squadron Surgeons were Capts. Pete Pankratz, Herman Lander, Hi Hardesty, and Chuck Henrie in 612 to 615 respectively, and Capt. Paul Pearlstein was the Station Complement surgeon. Dr. Ed. Becker was Group Dental Officer, and Capt. Al. Lynch was "sheriff" or provost marshall. Squadron engineering officers were Capts. Herb Kimmell, Ed Chase, W. G. McAlexander, and Russ Newman, and Squadron Adjutants were Capts. Wilbur Klenke, John Orcutt, Dick Mettlen, and Sam Given.

Among other Group Officers Were Lt. Olus Stanley, personnel, Lt. Bob O'Neill, awards and decorations; Capt. P. K. Alexander, photo officer, Capt. Sam Broomhall, armament, Capt. Ham Coit, photo interpreter, Capt. Ken Dauble, statistical, Capt. Jim David, ordnance, Capt. Craig Howes, tech inspector, Capt. Ray Saks, radar, Capt. "Stormy" Street, weather, Lt. Jack Evans, equipment, Capt. Les Winchester, communications school, Capt. Joe Conley, gunnery, Lt. Bill Harrington, supply, Lt. Don Judge, codes, and Chief Warrant Officer Hank Vanderhoef, assistant engineering.

Squadron Armament Officers were Capts. Ed. Wilder, Jack Berry, Bill Racke and John Studeny, squadron communications officers were Capts. Vilas Clawson, Les Winchester, Sam Goldblatt, and Jerry Blumentall, squadron ordnance officers were Lts. Stan Deines, William Boone, Hank Bennett, and Ralph Luedke. Squadron intelligence officers were Capts. Jim Hamrick, Jim Meredith, Don Sutherland, and W. W. Hill, and squadron supply officers were Lts. Roy Rose, Erling Lande, Francis Petty, and Ken Peters.

Now here are a few interesting statistics of our operations:

No. of aircraft scheduled for missions		7,748
No. of effective sorties		6,850
Tons of bombs on primary targets		10,594
Tons of bombs on secondary targets		5,485
Tons of bombs on last resort or target of opportunity		1,705
No. of aircraft failing to return		94
No. of aircraft lost to flak		46
No. of aircraft lost to enemy aircraft		32
No. of aircraft lost, reasons unknown		10
No. of aircraft lost through accidents		3
No. of aircraft lost through ditching		3
No. of aircraft lost otherwise than on operational missions		40
(a) Crash landings	6	
(b) Bail out	9	
(c) Crashes on takeoff	2	
(d) Salvage	3	
(e) Abandoned on Continent	20	
No. of aircraft lost on non-operational flights		8
No. of accredited sorties		7,413
No. of enemy aircraft claimed (confirmed)		193
No. of enemy aircraft destroyed (confirmed)		72
No. of enemy aircraft probably destroyed		28
No. of enemy aircraft damaged		93
Rounds of ammunition fired		916,920
No. of bombs on primary targets . . High Explosives		74,576
Incendiary		29,491
Fragmentation		4,251
No. of aircraft battle damaged		1,872
(Major damage)		159
(Minor damage)		1,713
Cause of battle damage:		
Due to flak		1,773
Due to fighters		21



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Due to Friend	10
Due to combination	64
Total of battle casualties	1,078
Total personnel entering enemy territory	69,910
Percentage of casualties	1.56%
No. killed in action	41
No. missing in action	904
No. seriously wounded	35
No. slightly wounded	98
Percentage of aircraft available for each mission	95.6%

CITATION

GENERAL ORDERS
NO. 50

WAR DEPARTMENT
Washington 25, DC 17 June 1944

* * * * * * *

XI. BATTLE HONORS—1. As authorized by Executive Order No. 9396 (sec. I, Bull. 22, WD 1943), superseding Executive Order No. 9075 (sec. III, Bull. 11, WD 1942), citation of the following unit by the Commanding General Eighth Air Force, in General Orders No. 355, 11 May 1944 under the provisions of Section IV Circular No. 333, War Department 1943, in the name of the President of the United States as public evidence of deserved honor and distinction, is confirmed. The citation reads as follows:

The *First Bombardment Division* (H) is cited for extraordinary heroism, determination, and esprit de corps in action against the enemy on 11 January 1944. On this occasion the 1st Bombardment Division led the entire Eighth Air Force penetration into central Germany to attack vital aircraft factories. After assembly was accomplished and the formation was proceeding toward Germany, adverse weather conditions were encountered which prevented effective fighter cover from reaching the 1st Bombardment Division. Taking full advantage of the relative vulnerability of the lead division, the enemy concentrated powerful forces against it. The scale of the enemy attack is graphically indicated by the fact that 400 encounters with enemy aircraft were recorded by units of the 1st Bombardment Division. The gunners met these continuous attacks with accurate fire and the division continued toward the targets as briefed where bombs were dropped with excellent results. On the return trip the enemy continued to concentrate his efforts on the 1st Bombardment Division. Figures of enemy aircraft claimed by our gunners indicate that the heroism of this division inflicted heavy losses on the enemy in the air as well as on the ground. Two hundred and ten enemy aircraft, the largest number ever claimed by any division of the Eighth Air Force for any one mission, were confirmed as destroyed, 43 probably destroyed and 84 damaged. The division lost 42 heavy bombers and many of those which returned were heavily damaged. Four hundred and thirty officers and enlisted men failed to return, two were killed, and 32 others wounded. The extraordinary heroism and tenacious fighting spirit demonstrated by the 1st Bombardment Division in accomplishing its assigned task under exceptionally difficult conditions reflect highest credit on this organization, the Army Air Forces, and the armed forces of the United States.

* * *

By order of the Secretary of War

G. C. Marshall
Chief of Staff

Official:
J. A. Ulio
Major General
The Adjutant General



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CITATION

GENERAL ORDERS
NO. 83

WAR DEPARTMENT
Washington 25, D. C., 2 October 1945

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XI. BATTLE HONORS—As authorized by Executive Order 9396 (sec. 1, WD Bul. 22, 1943), superseding Executive Order 9075 (sec. III, WD Bul. 11, 1942), citation of the following unit in the general orders indicated is confirmed under the provisions of section IV, WD Circular 333, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation reads as follows:

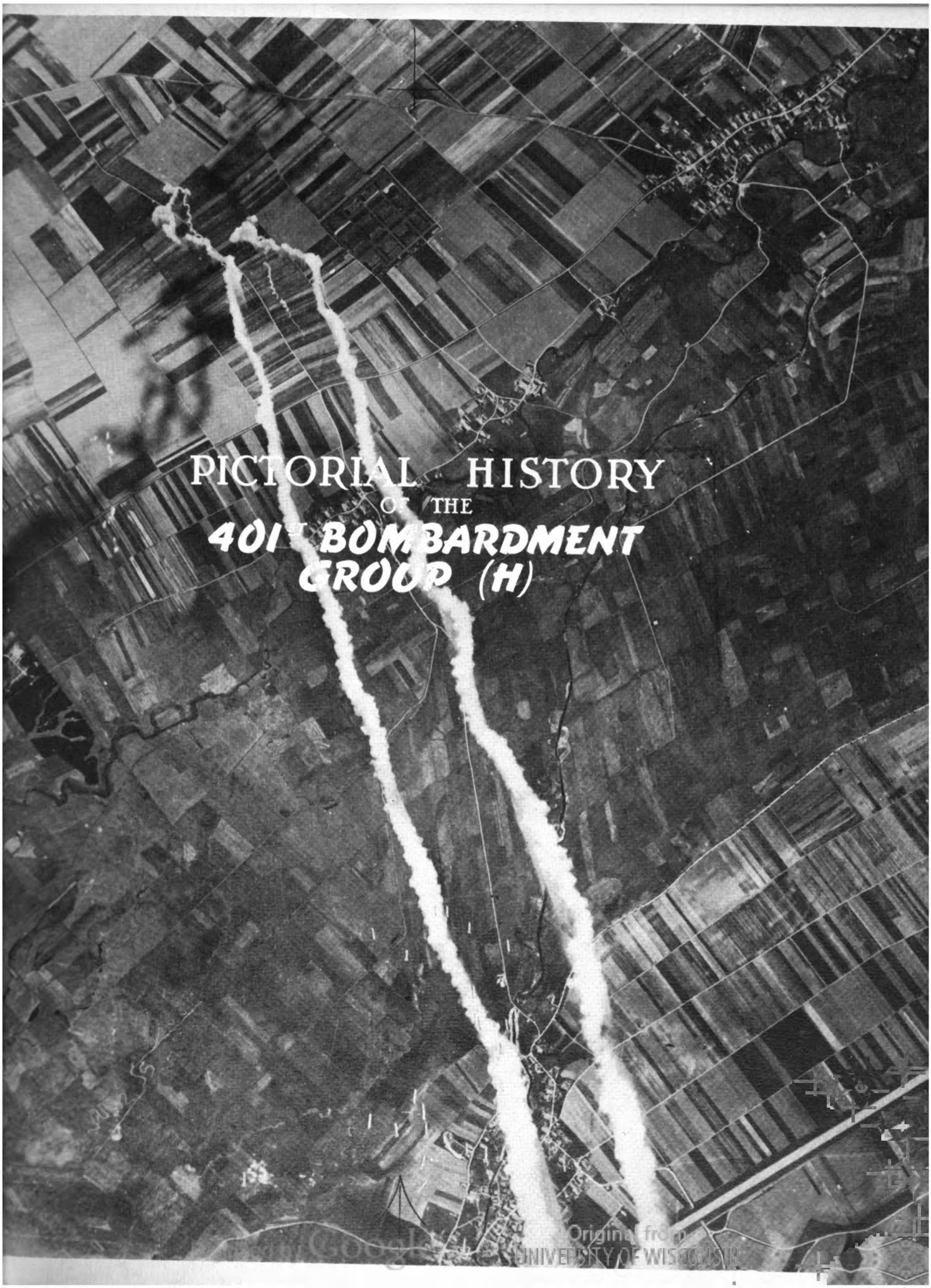
The 401*st Bombardment Group* (H) is cited for extraordinary heroism, determination, and esprit de corps in action against the enemy on 20 February 1944. On this date the 401st Bombardment Group (H) led the largest number of Eighth Air Force heavy bombardment aircraft dispatched on a daylight operation up to that time in comprehensive and coordinated attacks against German fighter aircraft production centers. The particular target of this organization was the Erla Maschinenwerk factory located in the vicinity of Leipzig, which involved a penetration deep over Germany to initiate a concentrated campaign against the German Air Force and the aircraft industry which supplied it. After assembly was effected, constantly adverse weather conditions were encountered which resulted in sporadic fighter cover for the remainder of the flight to the objective. En route to the enemy installations, attacks by single and twin engine hostile airplanes of almost every type, FW-190s, ME-109s, JU-88s, ME-110s, ME-210s, DO-217s, JU-87s, FW-189s, and HE-111s, were pressed home with persistence. German fighters adopted P-47 and P-51 tactics, endeavoring to gain favorable positions from which to attack the bombers. The enemy, in a last resort attempt to deter the aerial force, employed cable bombing methods. The route to the point west of Brunswick, where the 401st Bombardment Group (H) diverged to bomb the designated objective near Leipzig, was flown in accordance with the briefed flight plan. In the face of hazardous opposition from repeated attacks by fighter aircraft fire, this unit determinedly turned at the initial point and instituted the bomb run. Despite the battle damage sustained by numerous aircraft, the 401st Bombardment Group (H) displayed a high degree of courage and determination by continuing on the flight over the target. With an exemplary demonstration of skill under difficult conditions this organization bombed visually and excellent results were achieved. The installations incurred extensive damage. Direct hits were received by the principal assembly shop and the other large assembly building was observed to be on fire as the bombers left the target area. The flying fortresses rallied successfully and the planned route was flown back to England. On this date the 401st Bombardment Group (H) exhibited the utmost tenacity of purpose, gallantry, esprit de corps, and bombing proficiency in leading one of the most effective bombardment operations flown by the Eighth Air Force against objectives of prime importance to the prosecution of aerial warfare by the enemy. The extraordinary heroism and outstanding fighting spirit demonstrated by this unit reflect the highest credit on the 401st Bombardment Group (H) and the armed forces of the United States. (General Orders 511, Headquarters 1st Air Division, 8 August 1945, as approved by the Commanding General, European Theater.)

By order of the Secretary of War

G. C. Marshall
Chief of Staff

Official:
Edward F. Witsell
Major General
Acting The Adjutant General

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HEADQUARTERS
1ST BOMBARDMENT DIVISION
APO 557
Office of the Commanding General

A-A-1

11 July 1944.

MEMORANDUM:

TO : All Combat Wing and Group Commanders, 1st Bombardment Division.

I am in receipt of a letter from a senior member of the Allied Combined Chiefs of Staff concerning the operations of this Division on D Day. The following is a quotation from this letter and will be brought to the attention of the personnel under your command.

> "An outstanding impression of my entire trip to the European Theater was the remarkable show on D Day, wherein your entire very large force moved with excellent timing and bombed objectives on instruments which they had never seen, without so much as scratching the paint on a rowboat in the squirming Channel below. That amazing display of scientific and training achievement was most impressive. I have described it to the Commanding General of Second Air Force in glowing terms as an end result of the training effort in that organization."

Robert B. Williams

ROBERT B. WILLIAMS,
Major General, USA,
Commanding.

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Training

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GREAT FALLS BASE

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MANGLER POSES WITH SOME OF HIS PALS

Sgt. Spacek, Sgt. Hodis, Cpl. Lounsbury, Capt. M. K. Martin, Sgt. Osinski, Sgt. Newton, and Lt. Woodhouse pose with the little fellow in front of their plane.

Mangler, 612th Squadron mascot, was presented by the Red Lodge Commercial Club while the Group was stationed at Great Falls, Montana. Mangler's twin brother, Victory, also served with a bombardment squadron as mascot, and saw foreign service.



Lt. Col. M. K. Martin, first Commanding Officer of the 612th Squadron, feeds Mangler, bear cub mascot.

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The Hike









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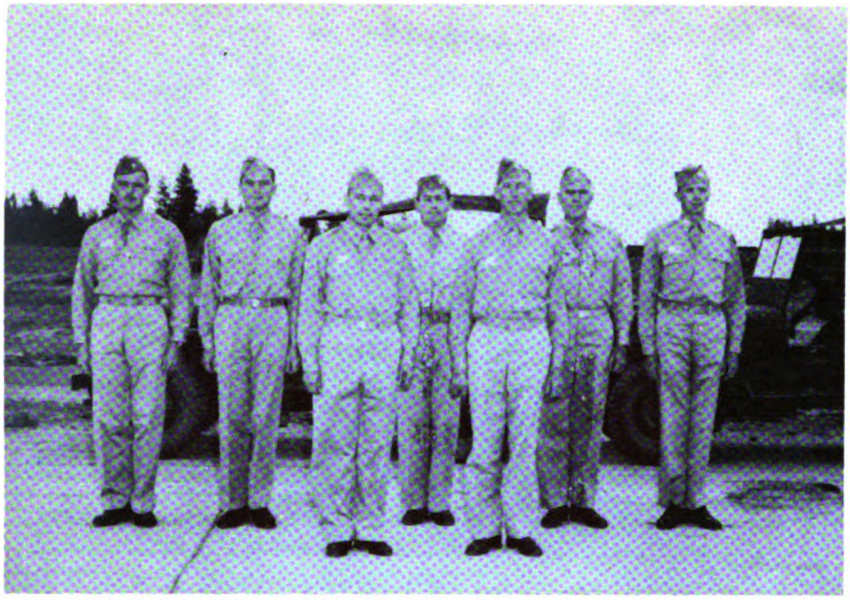




To Soap Lake

OUR BUNION DERBY WENT OFF WITHOUT A HITCH, BUT THE TASTE OF INFANTRY LIFE CONVINCED EVEN THE DIEHARDS THAT A MAN'S BEST FRIEND IS THE B-17.

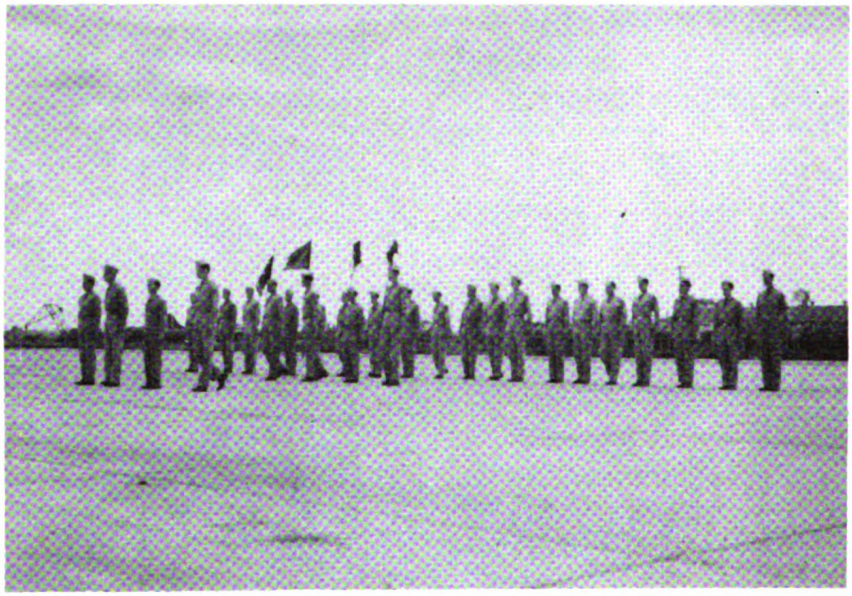
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Review

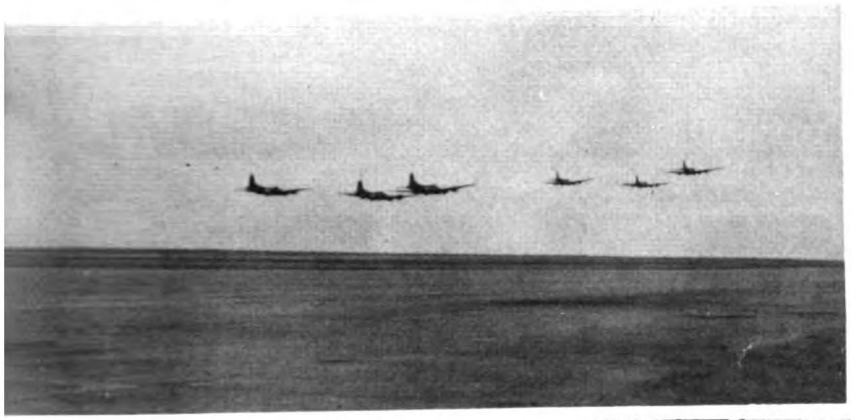
GEIGER FIELD, WASHINGTON
30 June 1943

Left to right: Maj. R. G. Killam, Maj. E. I. Mulmed, Col. Harold W. Bowman, Maj. Julius Pickoff, Lt. Col. C. A. Scott, Maj. W. B. Fry and Lt. Col. Chas. Brown.

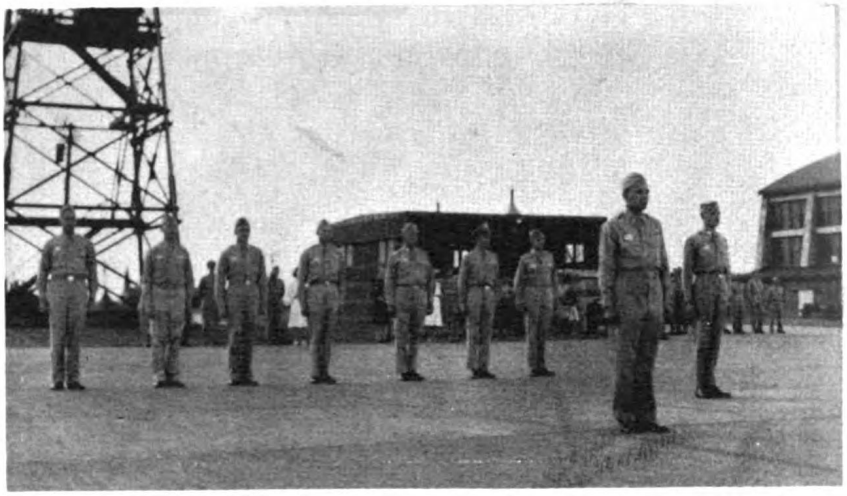




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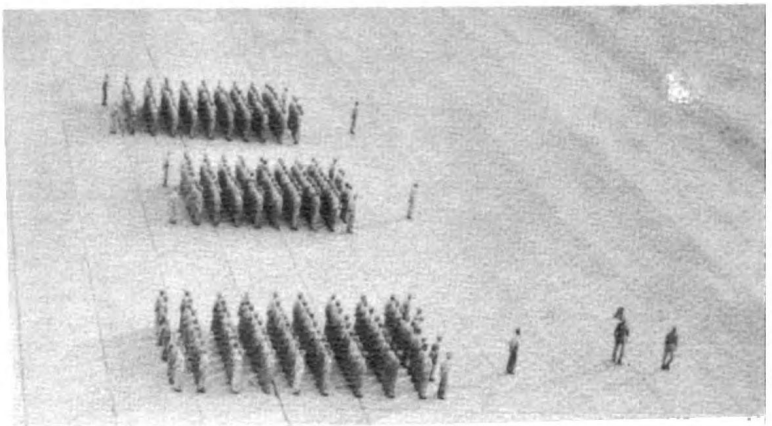


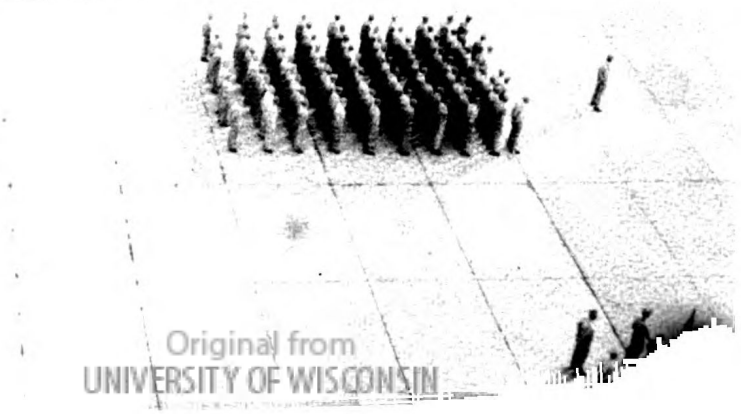
GREAT FALLS, MONTANA
21 July 1943



Left to right: Col. Rogner, Col. Scott, Maj. Killam, Maj. Mulmed, Major Fry, Captain Dauble, Captain Hunt, Colonel Bowman and Lieutenant Colonel Brown.







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LANDING GEAR OUT OF ORDER, BUT THEY ALL GET DOWN SAFELY

While on a routine training flight early in August, 1943, these men discovered that the landing gear of their Fortress was out of order. Five of the men bailed out, all landing safely. Lt. William C. Garland, senior instructor pilot, and Lt. T. Neag, senior pilot, were given permission to try a crash landing and brought the "Fort" in for a belly landing which caused only slight damage to the plane.

Pictured above are, front row: Lt. Traian Neag, Lt. William Garland, Lt. O. De Raimo and Lt. John England. Back row: Sgt. Ralph Newton, Sgt. Clair Smith and Sgt. J. L. Connor.

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401ST APOLLO THE WINNER!!









Title of "401st Apollo" was conferred upon Major Jere W. Maupin, Squadron Commander, when he won the 50-yard dash from Major Julius Pickoff, Group Bombardier. Time was 6.4 seconds. The race was held in the vicinity of the Control Tower before a cheering multitude—with supporters of each contestant grouped on the sidelines. Timers, starters, judges,—even a water boy—were on hand for the big event and the bookies did a rushing business. Pickoff backers claimed the winner jumped the gun while others said had the race been over a 75-yard course, Maupin wouldn't have had a chance. Judges, however, ruled the start was legal and pointed out that the winner was handicapped four feet. These pictures show the athletes (?) getting into their track clothes, the start, finish, and Col. H. W. Bowman tying the Apollo medal on the winner. The loser dejectedly congratulates Major Maupin.

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THE INDIANS DO IT AGAIN—

For the umpteenth hundredth time in the past two decades the Indians of Montana hold induction ceremonies for their "Paleface Brethren." This is their means of getting even with the descendants of the white men who stole their rangelands and cattle. The scene was Cutbank, and attending officers were given honorary Chieftainships in the tribe. Col. H. W. Bowman emerged from the festivities as "Chief Eagle Claw."



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Party at Geiger



The intramural activities included welkin ringing, elbow bending, jitterbugging and as indicated in the photo at the top, some plain, old-fashioned ogling.





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USO



Enlisted
Men's Dance
14 July 1943

Rally, 24 July 1943



Base Entertainment





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SHOWS



HALLOWE'EN PARTY



COMDR. JACK DEMPSEY VISITS GREAT FALLS BASE, 19 SEPTEMBER 1943



AT AERO CLUB



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Flying Fortress Trip Is No Civilian Joyride—

Bomb Run From Falls Somewhat Like Movies, but Rougher

One Needs Sea Legs

And Some Extra Hands Would Help

By DICK O'MALLEY

Written for the Assoc. Press

Lean over and listen closely: if you're a civilian and don't have eight hands, an autogyro stomach and sea legs, stay out of a Flying Fortress.

The guy who makes it from the waist guns to the flight cabin without whanging into the ball turret really ought to get the Distinguished Flying Cross.

These things can be learned at the Great Falls Army Air base, where C.O. Harold W. Bowman commands a heavy bombardment group in training.

There are two important preliminaries for a civilian going on a practice bombing mission: he must wear the army version of a teddy suit and get into parachute harness. This latter effect is a mass of straps and buckles and a large rear package which, Lt. Hamilton Colt of Alexandria, Va., says "opens easy."

Colt, an ex-paratrooper, is the parachute expert at the base. He gave a comforting little preflight talk:

"If you have to jump, just go ahead, wait a few seconds and then pull that little red handle. The package on the other shoulder is a first-aid kit."

He grinned. "And say, if you have to jump, save the little red handle. They're worth a buck six-bits apiece."

A big, tough-looking Flying Fortress stood on the flight apron. Under it, small figures in khaki were loading 100-pound practice bombs into its belly. Above, a Walt Disney octopus waved painted tentacles. The name of the "Fort" was "Martin's Mangler."

Col. Clayton Scott of the state of Washington by way of Kentucky and 16 years in the army, and Lt. Jere Maupin of Glendale, Calif., got into the pilot seats.

'Gonna Be rough . . .'

One engine coughed, roared and soon had its three mates trying to outdo it. Scott and Maupin hunched over a mass of dials, coils, levers and gears. Surrounding them were yellow metal containers which looked like bombs but were only oxygen drums. A sergeant named Brown stood behind the two officers and looked pensive. The plane rumbled down the take-off strip, gathering its strength. It was hot behind the pilot's seat and visibility there was zero. From near by came an intermittent whine. Scott, Maupin and Brown ignored it.

Seven tornadoes were born in the engines and the Mangler rushed down the runway. Landing wheels folded like a crab's pincers and the big ship was airborne. Brown disappeared through a trap door that popped open between the pilot and co-pilot.

The bombardier, Lt. F. C. Howe, lately of the University of Florida, materialized from somewhere about the floor boards. "Gonna be rough today," he observed, and vanished.

Things did get rough. In the waist, wind howled past the gunners' windows. The tail bobbed discomfortingly. In the radio room Brown dozed, his duties done for the moment.

Just ahead of the radio room, the ball turret bulged truculently.

"Don't go near that thing," Lt. Robert O'Neill, a Montclair, N. J., man, cautioned. "It'll snap a leg off you."

A cursory glance showed nobody was in it. A studied stare failed to disclose how anybody ever did get into it, with or without legs. A sign warned against operating it without instruction, a kind of military superfluity.

The big "Fort" droned, as the saying goes, on. Presently it stopped droning and roared. Maupin shifted one wing, and the wind shifted it right back. This went on for some time. Maupin won. Something called "thermals", which appeared to be baser wind currents, jounced the fuselage. The pilot room rattled, the radio room vibrated, the tail boggled, and Sergeant Brown lounged comfortably in his chair, glancing at a map.

"Roger!"

Radio earphones were a disappointment. Through them came squeals and a sound like a man shouting through a bathroom door. The name "Roger" occurred frequently. It turned out "Roger" is Fortress-ese for "Okay."

Sergeant Brown, whose mother calls him Curtis and who lives in Walsenburg, Colo., yawned, pointed to the bomb bay doors and nodded. By crawling and clutching, a civilian could get there without having his pate addled. Below the open doors lay a vista of crags, valleys, a ribbon of river and the target, a wooden structure in the middle of a white circle.

"Don't move on the bombing run." Brown shouted above the engines. "It bothers the bombardier!"

The earphones deserted "Roger" and somebody called "Bombs away!" It sounded like it does in the movies.

Martin's Mangler ducked and then returned to the old routine of rocking and pitching. Far below, a plume of smoke rose from the middle of a white circle. Brown grinned and made a little mark on a piece of paper. Scott and Maupin appeared indifferent. The Mangler did a right turn, curtsied, and two oxygen drums clanked. The bomb-dropping business was repeated; Lieutenant Howe was laying his eggs in the white circle. He did it 12 times, while the Mangler played rodeo in the summer sky, 12,000 feet up.

And the Civilian Whistles

Pretty soon, Scott and Maupin wrestled the Mangler around and headed it for home. Like an old horse sniffing the barn, the big "Fort" went into a rocking jive toward the Great Falls base. Pads on the floor used as seats jittered toward the tail. The radio room shook. Sergeant Brown was back at his post there, filling out a report. Lieutenant O'Neill gazed dreamily out a window.

Scott and Maupin guided the Mangler toward the landing strip, and with a final flirt of her tail, the Fortress settled to earth.

The civilian in the teddy bear suit stumbled out, dead rumpled and feeling like a man who has stowed away in the hold of a whaler.

The crew slid to the ground nonchalantly, and more khaki-clad figures scurried up with bombs and gas to ready the Mangler for another round.

With the parachute thumping an undignified rhythm on his posterior, the civilian walked toward the hangar. Presently he began to whistle "The Army Air Corps."

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Two gunners leave the ordnance room at Great Falls Army Air base for another round of aerial target practice.



Lt. Bill Sewell (of the P. T. Sewells) shows Lt. Jack Lewis how to lay one down. Any similarity between this and Big League bunting is purely coincidental.



Lt. Frank Cavanaugh, co-pilot of a bomber which made a successful emergency landing while in training at Great Falls, is the son of Maj. Frank Cavanaugh, the "iron major" who before his death in 1933 was considered one of the nation's top football coaches. (Later, Lt. Cavanaugh was wounded at Cassino.)

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Among those who trained at Glasgow (Mont.) was Lt. Boudinot Stimson, Jr., of Greenwich, Conn., a cousin of Secretary of War Henry L. Stimson. Lt. Stimson was flight commander of a squadron. He later was shot down and became a prisoner of war.



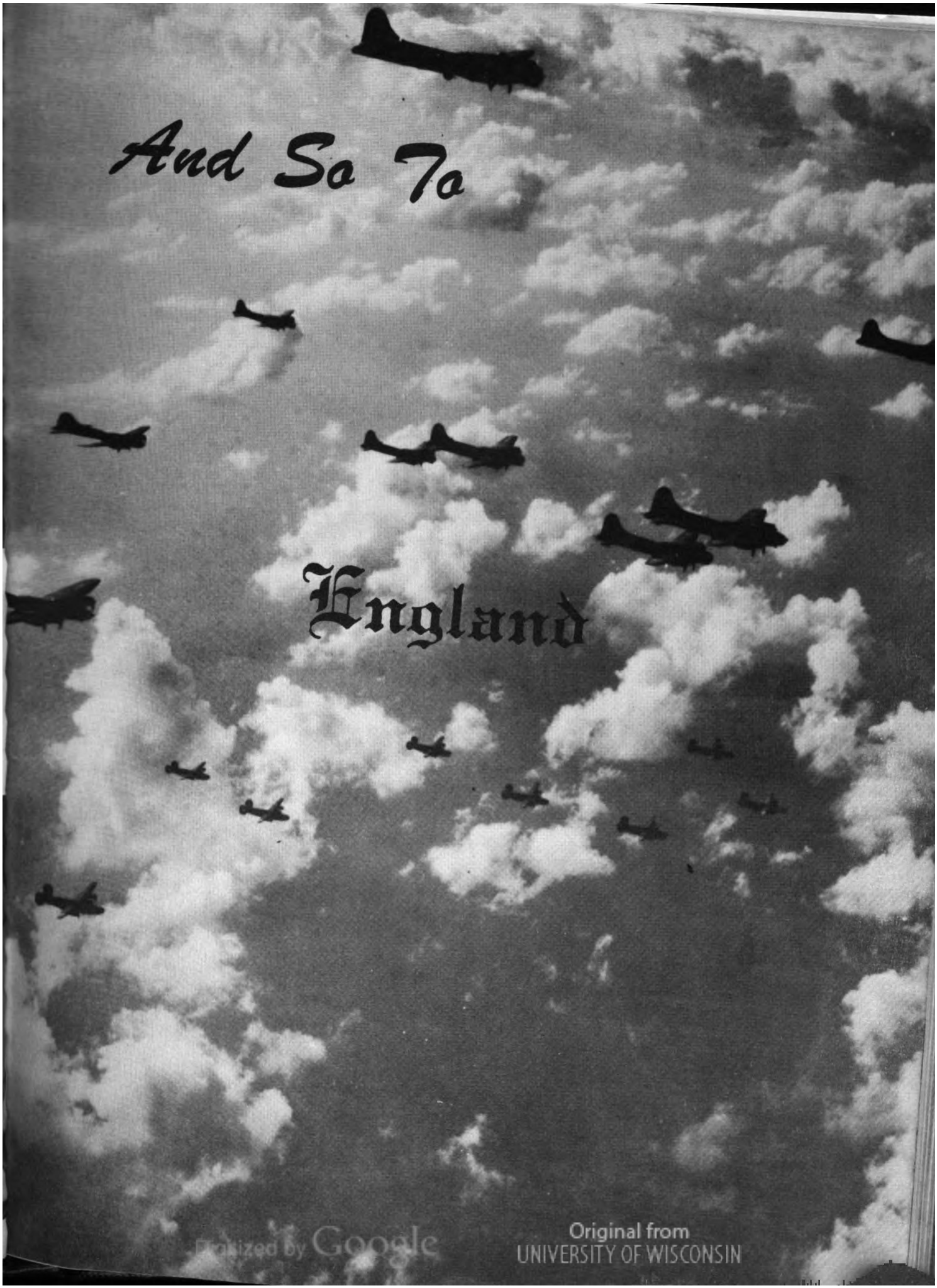


Maps, charts, tables, radio reports and celestial observations help the navigator determine the position of his plane in flight.

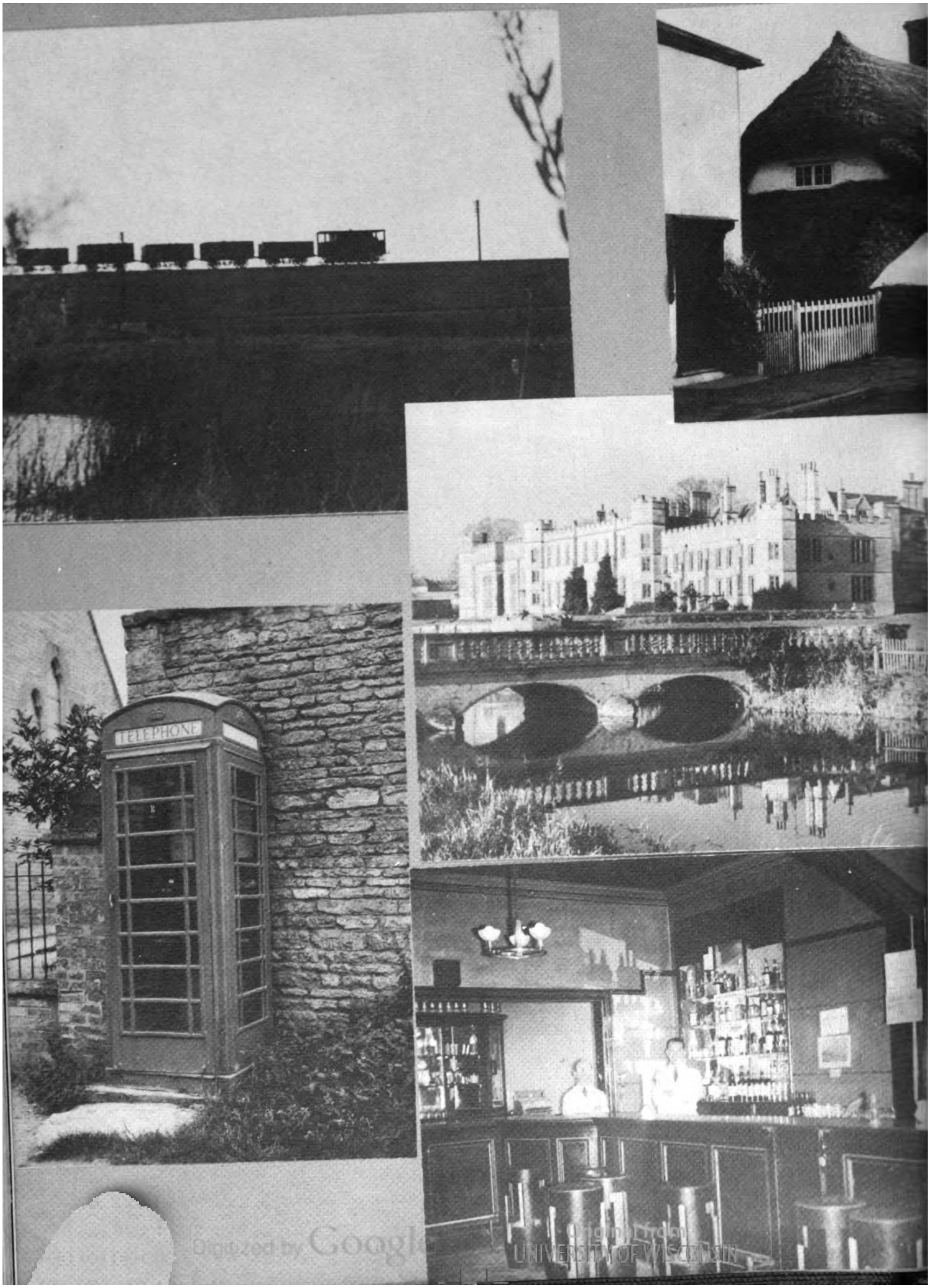
Gunners clean their weapons before a training mission. Gunnery students often found extra parts or broken parts on the table, to test their accuracy and efficiency in readying the guns for instant use.



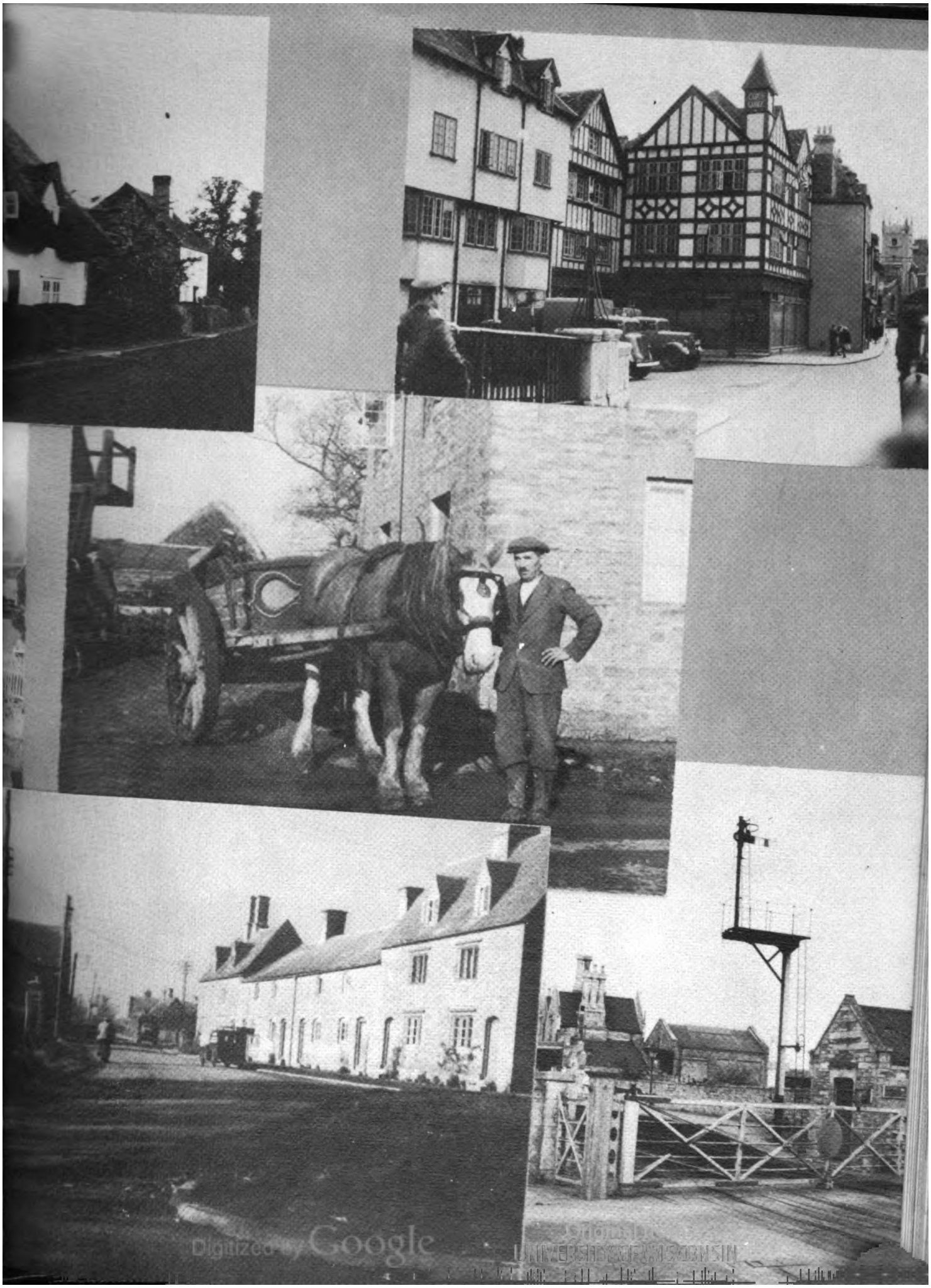
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PARACHUTE INSTRUCTION



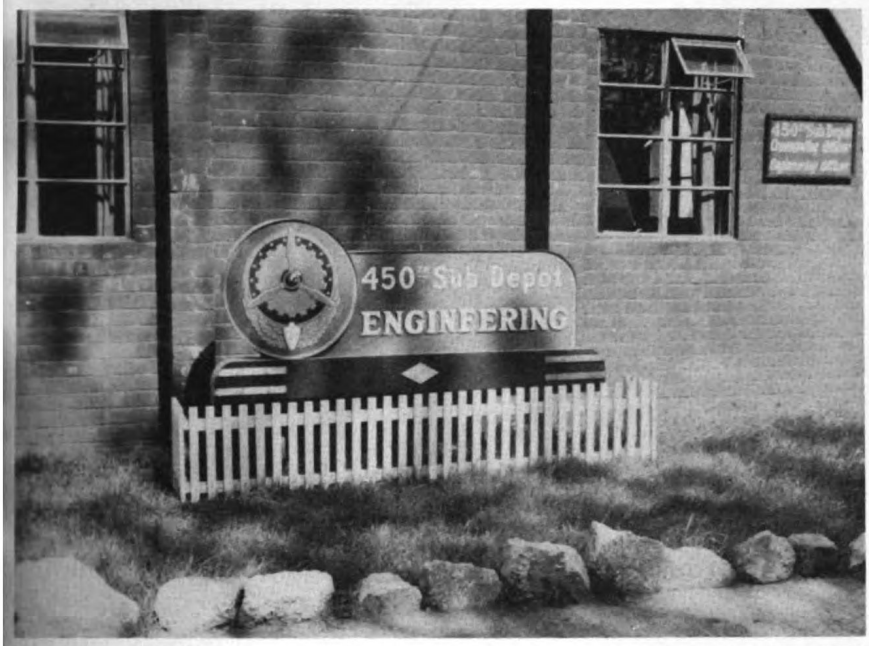


Each combat crew received a special course in parachuting before its members became operational. Both English and American type chutes were use in the demonstrations and every man was given opportunity to practice with each . . . this instruction was to prove its value, for in all the times men of the Group were to bail out, only one casualty, a broken leg, was ever reported.



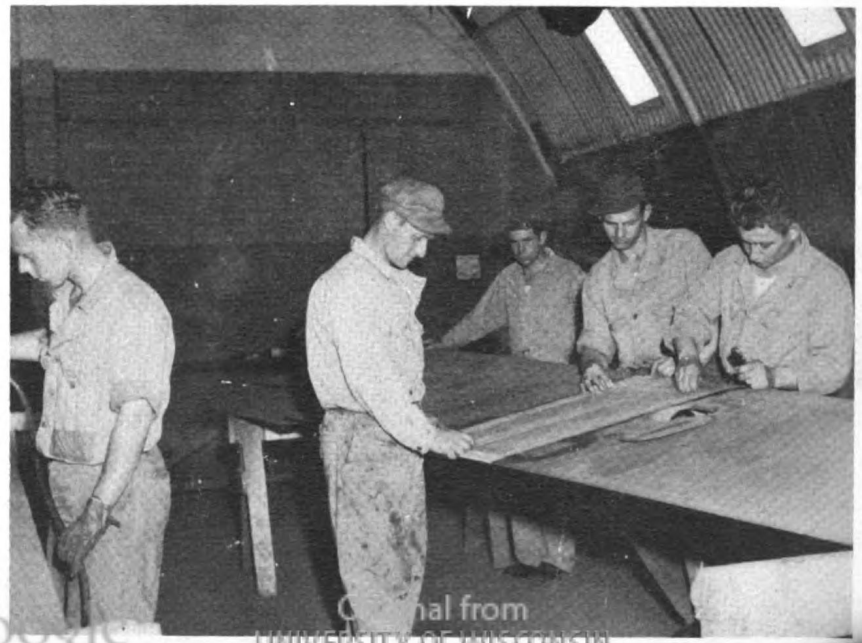
Pfc. Charles Barnes, left, and Cpl. Wilbur W. Fruauff, right, help Pvt. Paul Pennestri get into his asbestos fire fighting outfit. All are members of the base crash crew.

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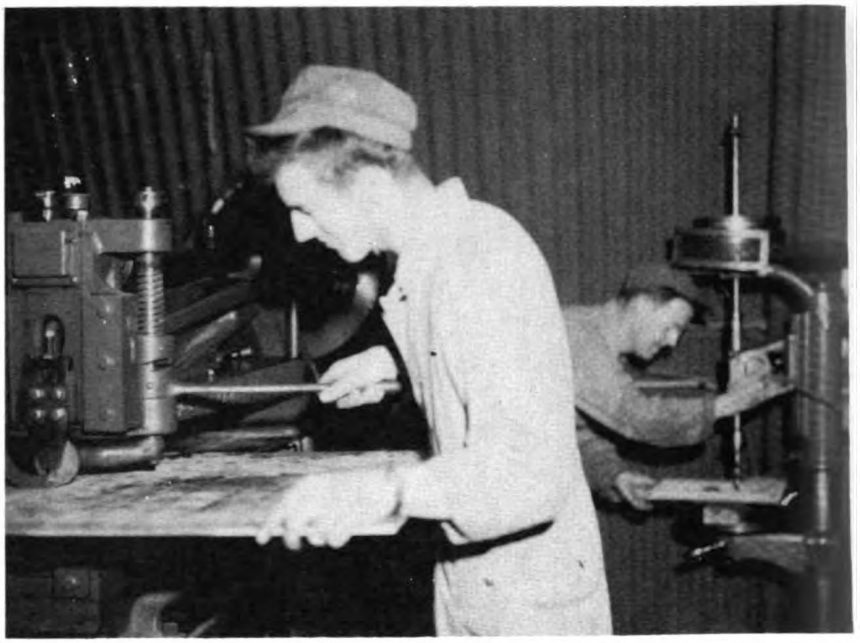


THE 450th SUB-DEPOT

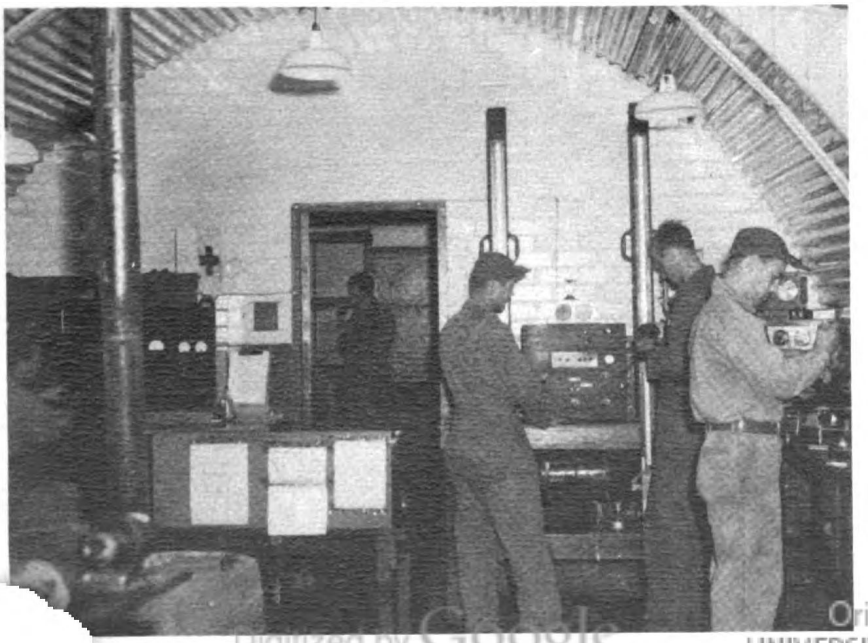




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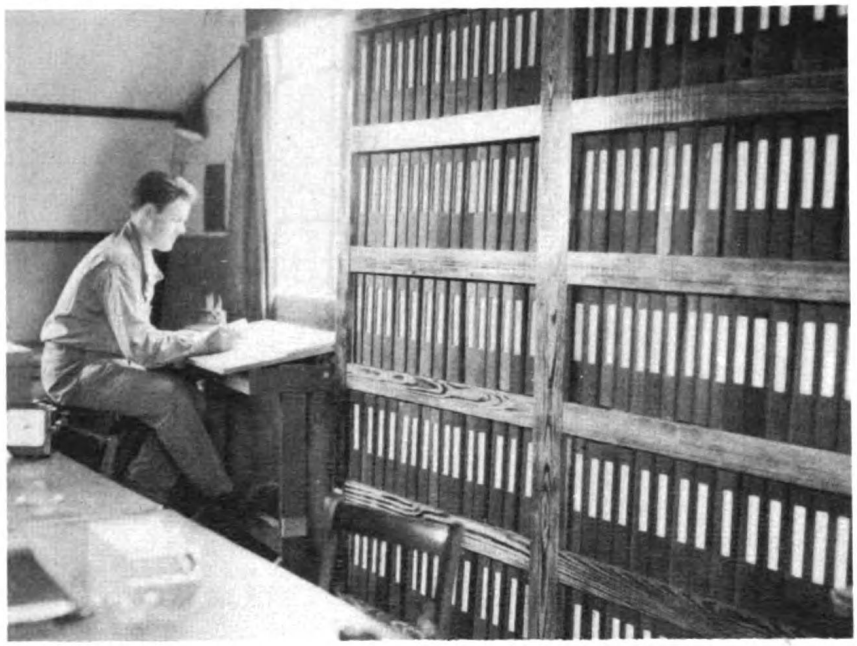






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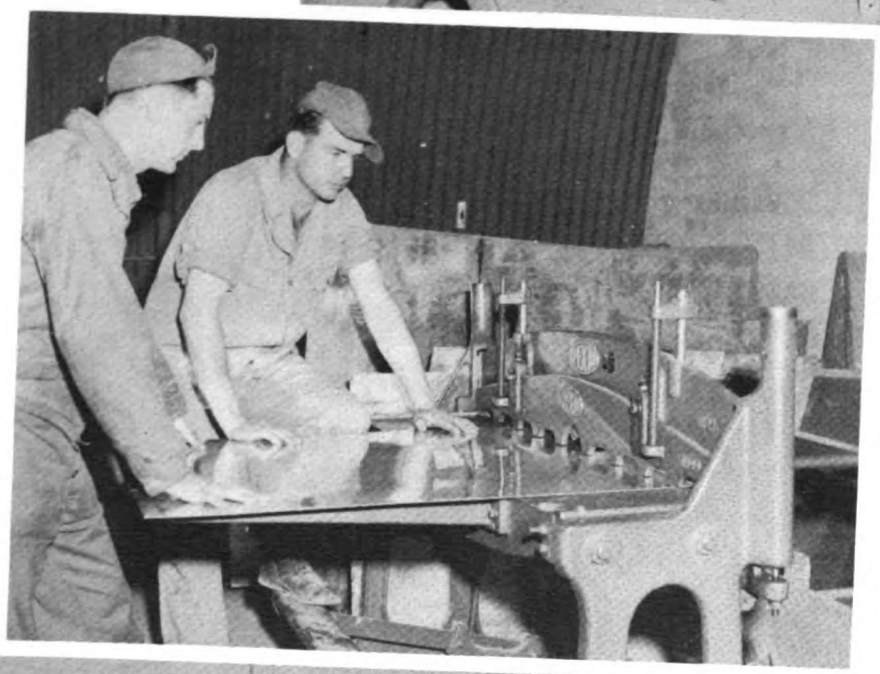






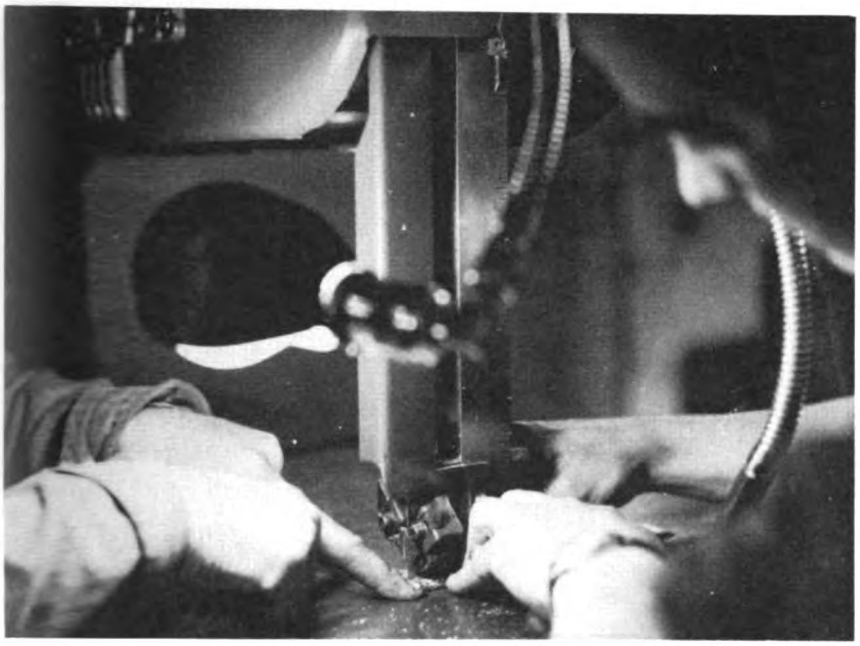
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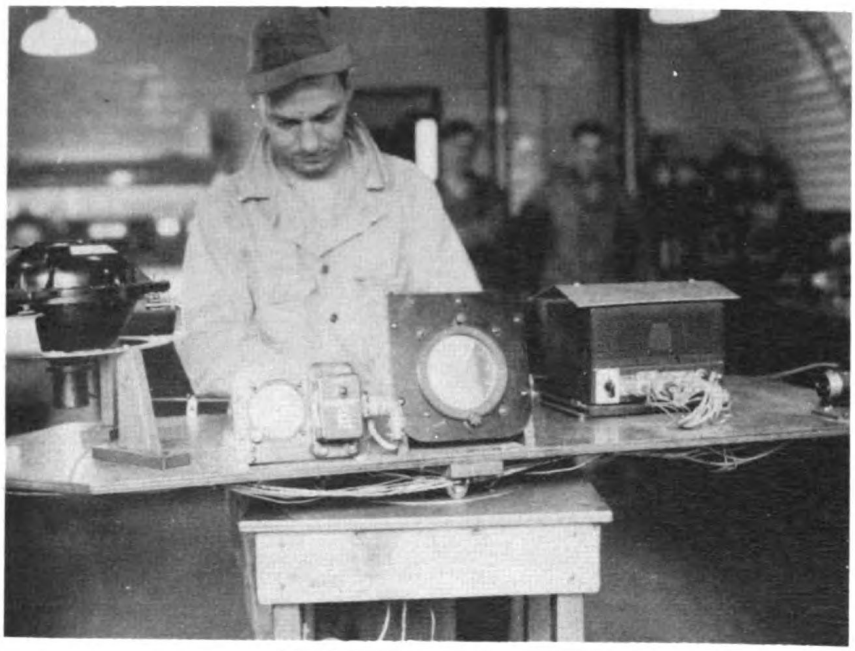






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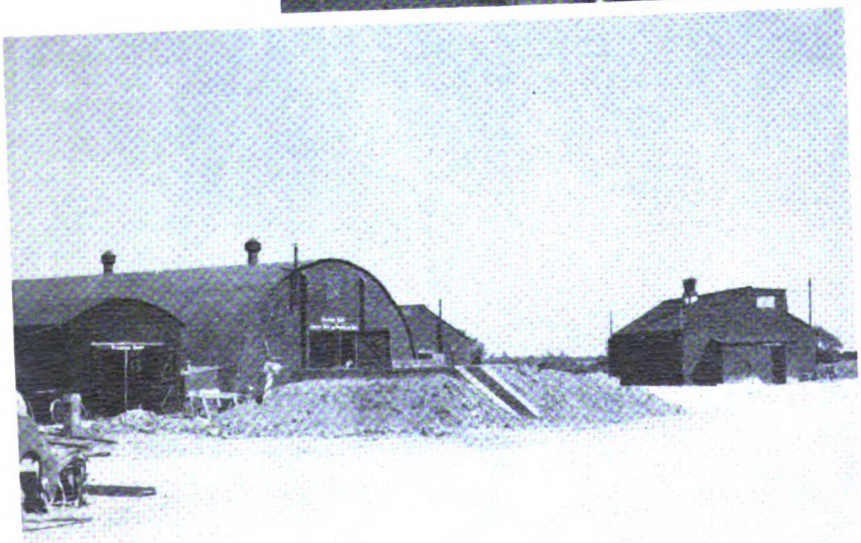




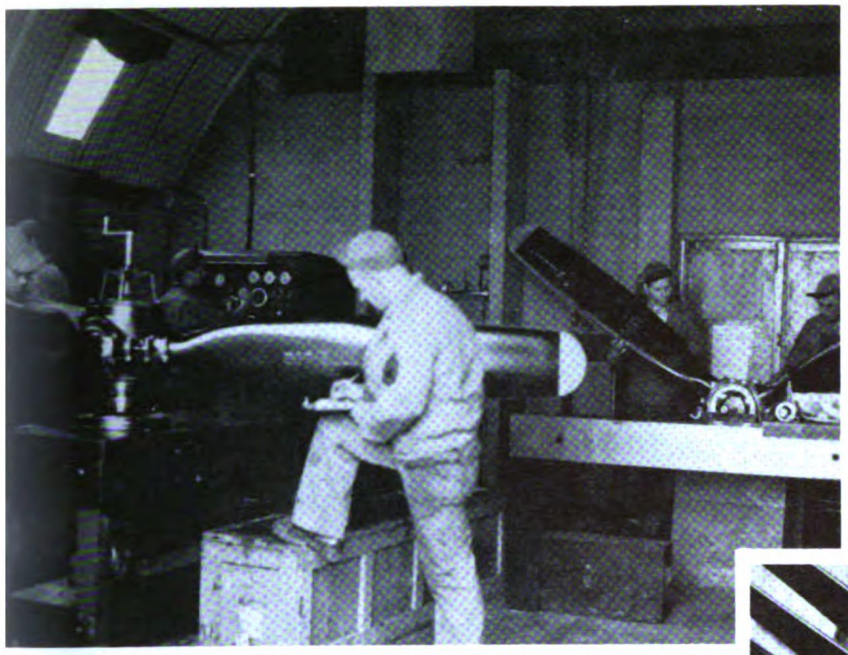
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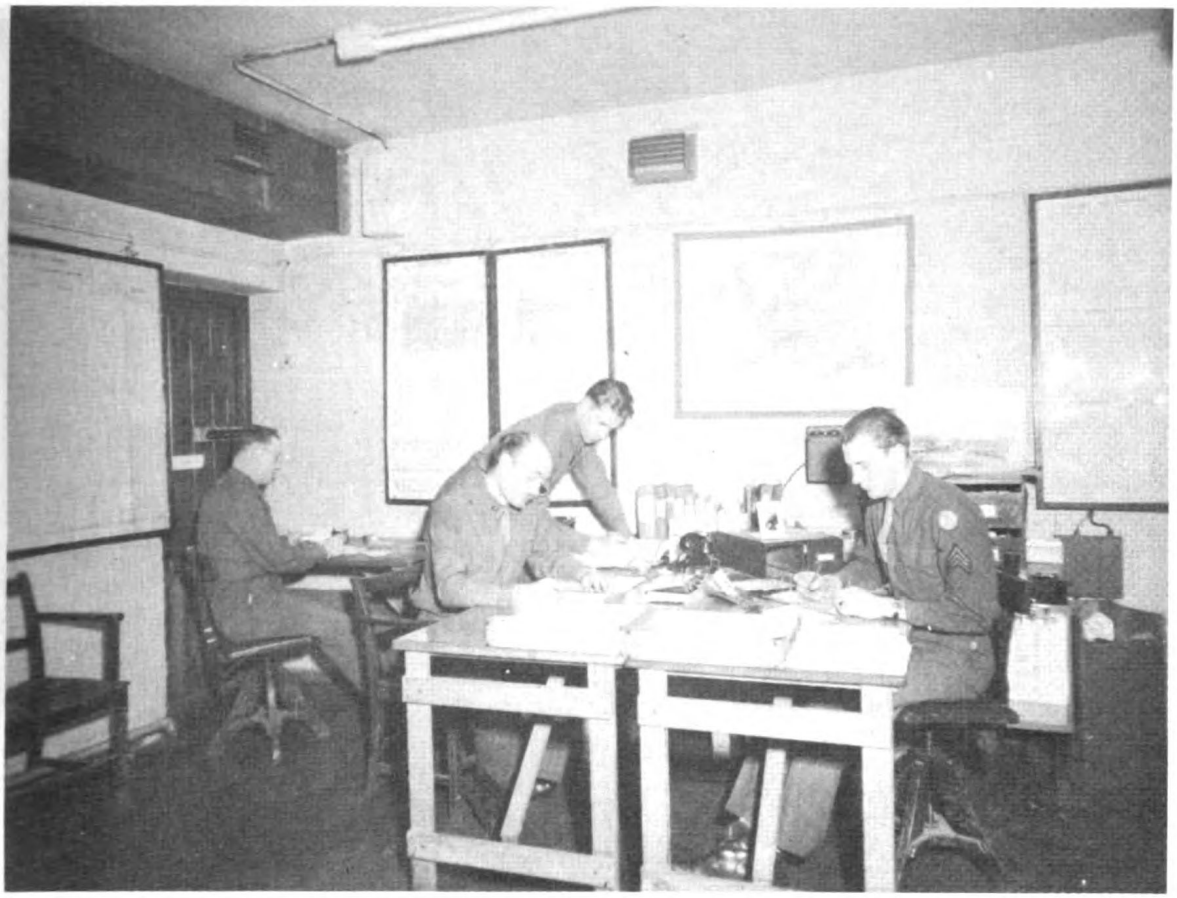
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Second Lieutenant Leslye Winchester supervises radio operators in their practice in receiving and transmitting messages. Only those who proved themselves able to log the messages accurately were eligible for combat flying.



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STATISTICS OFFICE



Baseball Team, 401st Group

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LIFE in the United Kingdom

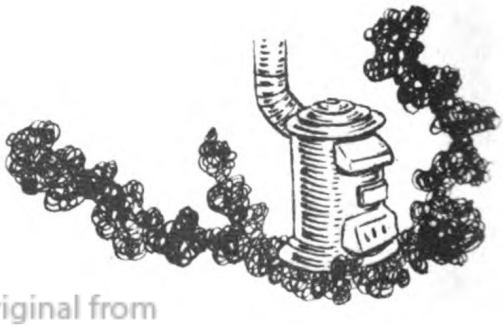
As Viewed From An 8th AAF Bombardment Station











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THE First Mission

. . . . *Target Bremen — 26 November 1943*



. . . Pictures and Story on Next Seven Pages

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COLONEL BOWMAN . . . . . *led the mission*

FROM DPE 261700A to BMP ATTN: PRO (SECRET) . . .

Smashing into Bremen, a heavy bombardment group of the 8th AAF, led by Col. H. W. Bowman of Washington, D. C., assisted in one of the largest bombing operations over Germany to date.

In temperature that reached 47 below zero, the armada of flying fortresses made its way to the target and unloaded tons of explosives and incendiaries on the center of the city.

"We went over the target as instructed," said Col. Bowman, and although the visibility was not too good, my top turret gunner, Sgt. Leonard W. Click, Jr., says he saw a thick band of fire spreading over the center of the city.

"We encountered little flak although it grew heavier directly over the target. I am satisfied from the immense quantities of bombs we dropped and from our position over Bremen that the operation was a success."

The Colonel's airplane was the "Smiling Jack" and it was the first mission for plane and crew.

Lt. Durward Fesmire, a bombardier, who flew in the Southwest Pacific on the world-famed "Susy-Q", and who holds almost every decoration issued in that theater, experienced a unique thrill: "This freezing stuff is a new one on me," he said. "My face felt as though I'd been on one of Admiral

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Byrd's cruises. They had a helluva smoke screen spread out for us, but the wind kind of interfered with their plans. It dissipated it. I'm positive we blasted hell out of them. We flew smack over the city, and the bombs looked like hailstones the way they kept plastering the town. The P-47s gave us a swell escort."

Sgt. Ivan R. Lee, right waist gunner of "Devil's Daughter", had a difficult time with the freezing temperature. "My oxygen mask froze," he said, "and there were actually chunks of ice on my tube. I passed out for a flash, but was lucky enough to revive in time to break the stuff off and fix up my emergency landing equipment."

Lt. R. J. Ramsey, co-pilot of "Fool's Luck", was certain the raid was a smashing success.

"We couldn't have left anything standing in the city," said Ramsey. "I never saw anything like it in my life. The sky was literally full of bombs. They kept dropping in perfect precision and anyone that tells me we didn't give them the works will have a lot of gum-beating to prove it."

S/Sgt. Bruno J. Spatil, a ball turret gunner, was too busy at the time to remember much.

"I couldn't see a thing," he said. " I was looking around at the flak and wondering when the enemy fighters were going to show up. I forgot all about the target below in the excitement."

1st Lt. James F. Goodman, a pilot and a former all-American basketball player at the University of Kentucky, reported a heavy smoke screen over the city.

"We knew we were right over Bremen but it was hard to see the city itself. We dumped our bombs and from the tons of explosives and incendiaries that we saw dropping all around us the crew and myself feel that we did a good job on the target."



SWEATING IT OUT—Three unidentified crew men from a Fortress already down, anxiously scan the sky for a buddy still in the air after the bombing of Bremen.



THEY'RE NOT PIPER CUBS—When a Flying Fortress lands in the mud it generally makes a pretty good impression. Two maintenance crew members are busy trying to un-mire the wheels after one of the B-17s landed off the runway coming in from Bremen.

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TALKING IT OVER—Just after making a safe landing on the return from Bremen, Colonel Bowman discusses the mission with part of his crew. Facing the camera are Capt. Durward R. Fesmire, Lt. F. C. Miller and Col. Bowman.



RETURN OF THE NATIVES—Lt. Durward W. Fesmire talks it over with his Flying Fortress buddies after returning from their first mission to Germany. Pictured from left to right are Lt. W. E. Anderson, Capt. Wm. Reigler, Lt. Fesmire, Sgt. John Jack and Lt. Frank C. Miller.

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Meet Sergeant Mace—An Honest Man

The first combat mission of S/Sgt. Kenneth I. Mace, a Fortress gunner, was no dry run.

When he stepped out of his plane after the Bremen raid, bystanders noticed his trousers' seat was covered with ice.

"How did that happen?" he was asked.

"Perspiration caused by our electrically-heated flying suits," a gunner offered before Mace could speak. "It was 47 below up there today and ice formed as soon as we hit altitude."

That would have satisfied most people, but Mace is a completely honest man.

"Perspiration, hell!" he said. "I was scared, real scared. It was my first mission, and I'm not ashamed of what happened and don't care who knows it."

In questioning the Sergeant about his attitude toward publication of the story, it was suggested that it would be in line with the War Department's policy of telling the truth about the war.

"I don't know anything about that stuff," he said, "but I'm willing to let you print it because I want some of my buddies back in the States to know that this is no pink tea party over here."

(From Stars and Stripes, 23 Dec. 1943.)

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LT. SCRIBNER C. DAILEY
Pilot

"Fancy Nancy" crippled,—

But They Brought Her Back To England

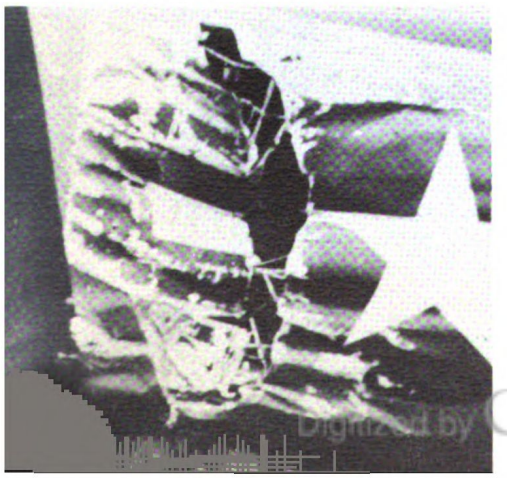
FROM DPE 291530A TO BMP (SECRET)—

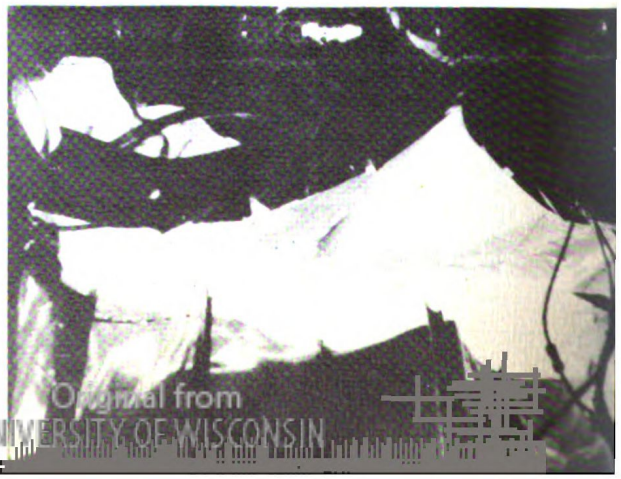
Returning from a two-days' rest at a RAF station where their plane made an emergency landing, crew members of the "Fancy Nancy", a Flying Fortress here, related some of their harrowing experiences on the recent bombing mission to Bremen.

Especially loud was their praise of Lt. Scribner C. Dailey, pilot, whose yeoman work in bringing the bomber back to Blighty has already resulted in a recommendation for the D.F.C. from his Commanding Officer, Col. H. W. Bowman.

Lt. Dailey's ship had just completed the run over the target and was 20 miles south of Bremen when a B-17 below them, out of control, plunged crazily up at them.

A mass collision in mid-air seemed imminent, the onrushing fortress was headed straight amidships when Dailey, on his first mission, cooly and expertly shot his plane almost vertically into the air.





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S/Sgt. Arthur W. Hildreth
Radio Operator



Lt. Alexander C. Stokes
Co-pilot

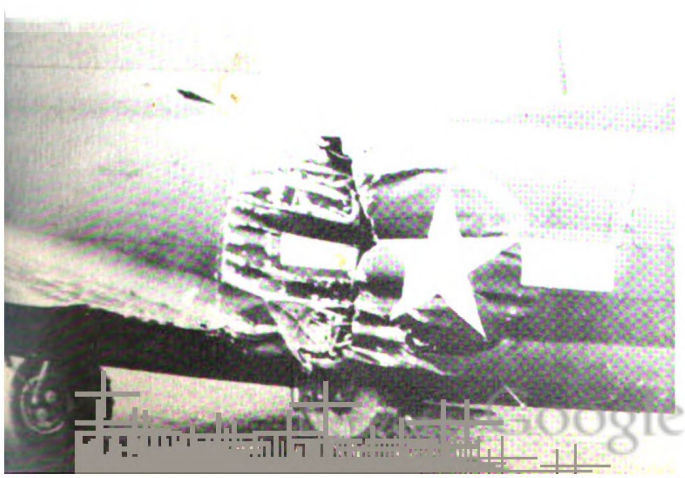
The other Fort came a-roaring, but Dailey's manipulation of the controls saved his ship and all but one of his men. That man was in the ball turret and so narrow was the escape that the turret was sheared off cleanly, the wing flaps were smashed, the props bent on all four engines, a fire started in the No. 1 engine, the interphone system rendered useless and a hole bashed in the fuselage big enough in the words of Lt. John L. Malone, navigator, "to drive a jeep through."

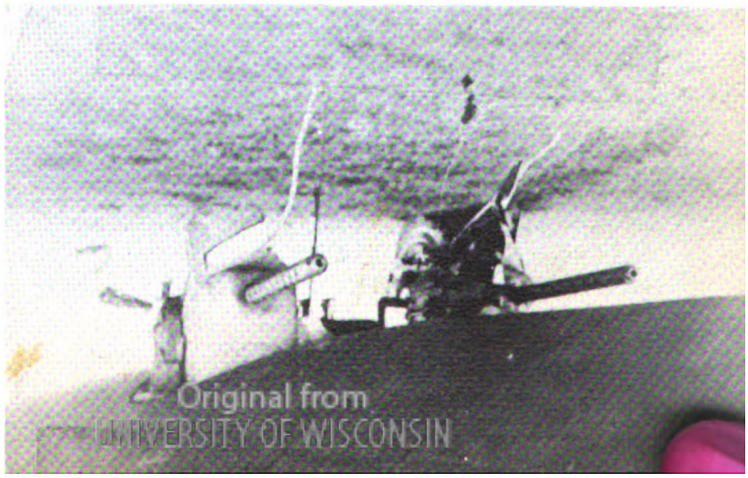
Dailey's plane started to jerk and plunge and lost 8,000 feet of altitude so quickly that the remaining crew members prepared for the order to bail out.

With the courage born of confidence in his own, and his ship's ability to manage the long journey back through enemy flak and fighters, he ordered the men to stand fast and set the controls for England.

From a point 20 to 30 miles south of Bremen he guided the crippled ship back through Germany and Denmark until the Frisian Islands were neared.

By this time Sgt. A. W. Hildreth, radio operator, had done some Ameche





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work with the radio system and commenced transmitting the distress signal. In this he was aided by Sgt. Charles T. Hagen, waist gunner, who unwound 200 feet of trailing antenna by hand in the 47-below-zero temperature.

An RAF Field picked up their SOS, gave them a fix, and dispatched two typhoons to guide them to the field in England, where Lt. Dailey made what bystanders described as a miraculous landing.

One of the unbelievable angles of the tale was the experience which befell Sgt. George P. Cook, ball turret gunner, whose guns jammed shortly after passing the target. It was when he left the turret to permit a waist gunner to enter and attempt repairs that the other B-17 ripped into their plane, carrying away the turret and its occupant.

This was Cook's second such escape in two months. The other occurred during his training period in the States. He was grounded by the surgeon at the time because of a sore throat, and the nine other members of his crew lost their lives when their ship caught fire and exploded in mid-air.



LT. DAILEY AND CREW

Left to right, first row: Capt. W. T. Hutson, Bombardier; 1st Lt. John L. Malone, Navigator; Capt. Scribner C. Dailey, Pilot; 1st Lt. Alexander C. Stokes, Co-pilot. Back row: Sgt. Charles T. Hagen, Waist Gunner; S/Sgt. Wm. B. Flynn, Top Turret Gunner; S/Sgt. Arthur W. Hildreth, Radio Operator; Sgt. George P. Cook, Ball Turret Gunner; and Sgt. Charles W. Sanders, Tail Gunner.

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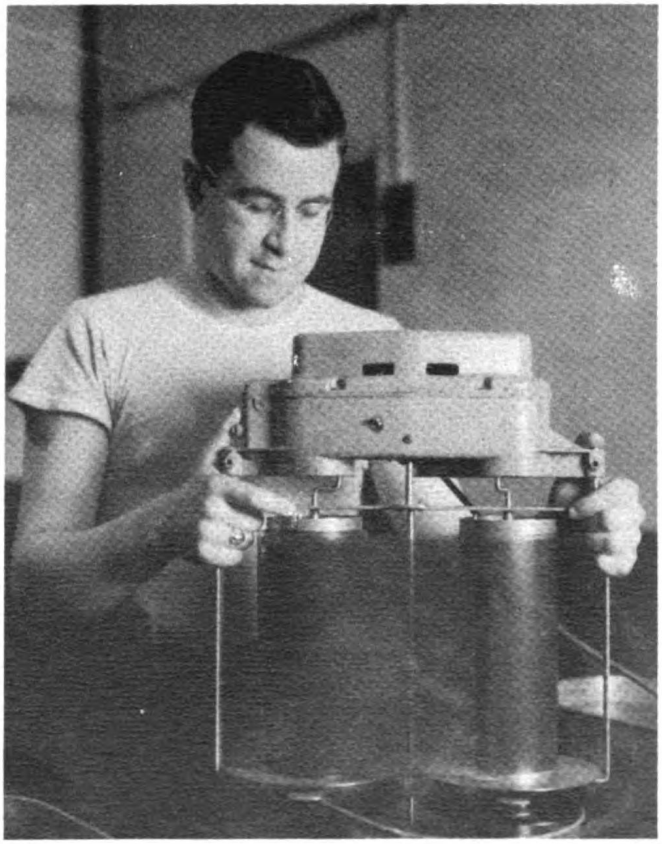
T/Sgt. Harold M. Draper, camera technician, checks an aerial camera.

PHOTO LAB

The Photo Lab at any Flying Fortress Base is an important place because in the Eighth Air Force no credit is given for bombing accuracy unless the hits can be proven with pictures. Strike photos usually were available for interpretation within 12 to 18 minutes after the first Fort returned from a mission.



Sgt. Emil R. Czupryna, camera repairman, loads a camera into a Fortress.



Here Sgt. William E. Zimmer, laboratory technician, has just completed developing a roll of film.

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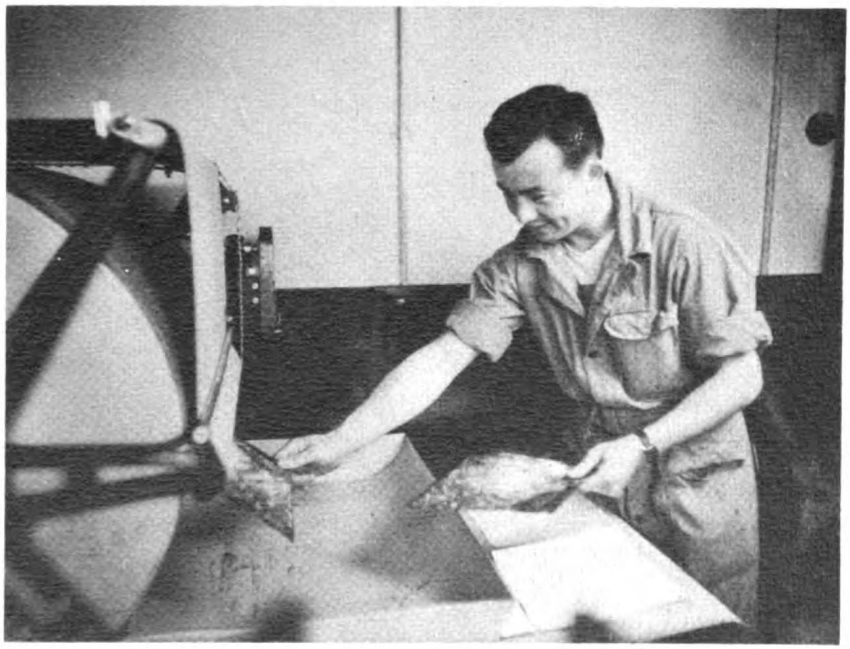


T/Sgt. James L. Gourley, laboratory technician, places a roll of recently developed film into the drying machine.

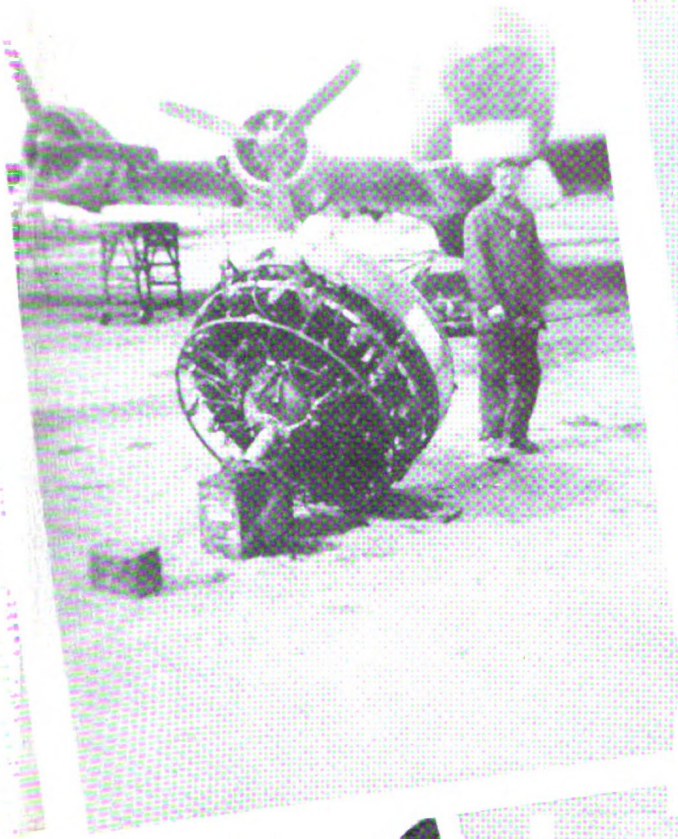


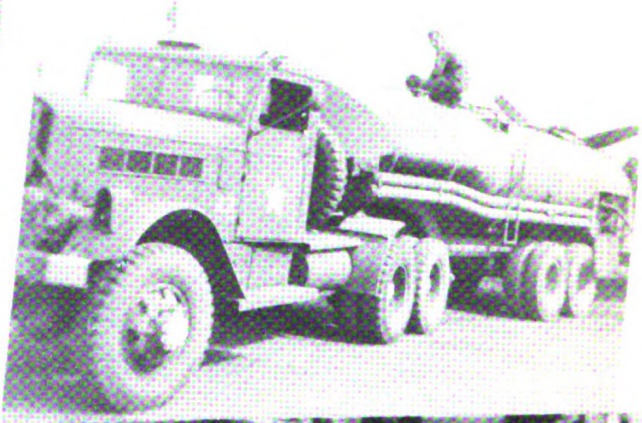
Sgt. Joseph Greenhouse, a laboratory technician, letters a negative.

Sgt. Joseph L. Schuetta takes some of the strike photos off the drying machine.

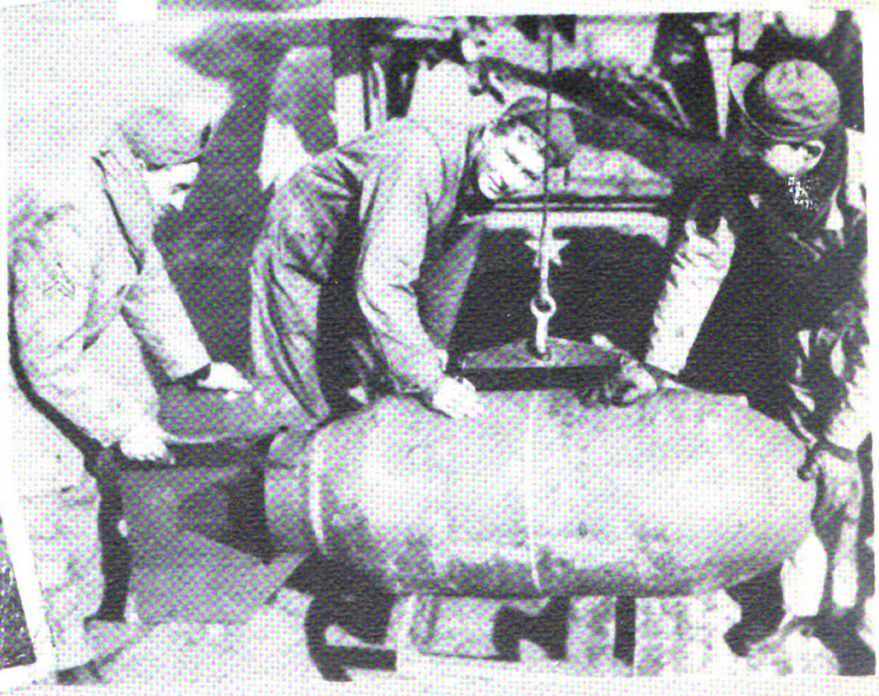


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. . . but a lot of pictures never saw the Photo Lab!

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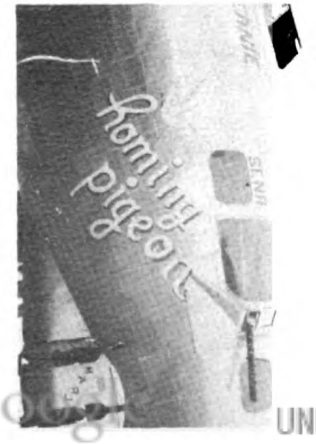














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SECOND MISSION . . . *Solingen, 1 December 1943*



Sgt. Stengel

OUR FIRST GERMAN PLANE SHOT DOWN . . . *confirmed*

It was a "Happy Birthday" in more ways than one for Sgt. Percy W. Stengel, ball turret gunner, whose Flying Fortress paid a flying visit to Solingen recently with a package of aerial Mickey Finns for Jerry.

All in one day, Sgt. Stengel became 24 years old, completed his first bombing mission and shot down his first enemy fighter plane.

"It was a great feeling," said the sergeant. "He had a yellow-nosed ship so we knew he was one of the crack Hermann Goering squadron . . . he made a pass at us and rolled out of our range. Everyone in our ship had a feeling he'd come back and we were all set for him when he did.

"Sure enough we saw him getting set for another shot at us. I was lucky. He came into range of my gun and I let him have it. The next thing you know he seemed to break into a hundred pieces. It was like a firecracker explosion. First a big puff of smoke and then pieces of airplane scattering in all directions."

. . . Other members of the crew said they were certain that Stengel's fire was responsible for the downing of the German fighter, an ME-109.

Sgt. Stengel received the air medal in recognition of his work.

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Solingen Sidelights

. . . Second Lt. Fred Brown, Jr., co-pilot of one of the Forts, discovered that three bombs had jammed in the bomb bay when the load was discharged. Standing on the catwalk as the sub-zero winds whistled through the open bomb bay, he *kicked* the bombs loose. Later he shared his own oxygen supply with Sgt. Charles M. Lewis, whose supply had been fouled.

. . . 2nd Lt. Charles F. Hess, pilot, and 2nd Lt. John W. Mitchell, co-pilot, brought their B-17 back to England after the Solingen raid despite loss of the No. 4 engine from flak, fire in the No. 3 engine, the cowling off and the fuselage splintered by flak. Others who stayed with them on the long voyage were 2nd Lt. Charles W. Bryant, navigator, and 2nd Lt. Robert W. Rowe, bombardier.



Lt. Brown



Lt. Hess
(Later: This pilot, promoted to captain, was killed flying a fighter plane after completing his tour in heavy bombers.)



Lt. Mitchell

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Deenethorp Village Crash

On December 5, 1943, starting on a mission to Paris, a Flying Fortress, unable to lift its heavy bomb load in time, crashed into an unoccupied thatched-roof house. There were no fatalities. The scene of the accident was a short distance from the main runway.

Twenty minutes after the crash, an explosion of bombs caused by flames from the engines shook the countryside for miles around. Just before this M/Sgt. Earl K. Williams, line chief, managed to brave the flames and threatening explosion to extricate 2nd Lt. Carl T. Floto, navigator, from the ship. He was assisted in carrying Floto to safety by M/Sgt. Francis F. Snider, crew chief.

At the same time, Capt. Ralph J. White, squadron operations officer, and Cpl. Wm. N. Luna, a medical technician, cooperated to drag 2nd Lt. John J. King, bombardier, from the ship minutes before the explosion.

Civilians in surrounding homes were evacuated by a cordon of military police ordered thrown around the wrecked Fortress by Col. Harold W. Bowman, commanding officer at the field. It was the efficiency and dispatch in executing this action which prevented a possible loss of lives at the time of the explosion.

In addition to Floto and King, other members of the crew were 2nd Lt. Walter B. Keith, Jr., pilot; 2nd Lt. Wardlaw M. Hammond, Jr., co-pilot; S/Sgt. Benjamin C. Musser, radio operator; Sgt. Harold J. Kelsen, gunner; Pvt. Waldon C. Cohen, ball turret gunner; S/Sgt. David Hadsell, flexible gunner; and Sgt. Robert V. Kerr, tail gunner.

Colonel Bowman commended the work of the 1199th Military Police company for its work at the scene of the crash.

Singled out in his letter to the Provost Marshal, Lt. Lynch, were Sgt. John Rilko, S/Sgt. William B. Koll, and Sgt. Arnold Reasoner.

Col. Bowman's letter stated in part: "The efficiency and dispatch with which they dispersed bystanders, helped with the rescue of the crew, and routed civilians from homes in the danger area prevented an even greater calamity. Please convey my personal thanks to these three men and accept my congratulations for a job well done by you and the 1199th."

Sgt. Rilko was near the scene at the time, and acting on his own initiative, rounded up his men and started a careful and efficient routing of the nearby villagers from their homes to a place of safety.

Mrs. Ainsworth Taylor, wife of the rector of the Deane Parish, expressed the heartfelt gratitude of the villagers for the assistance given by the Americans at the time of the emergency.

"You people were wonderful," she told the officer who interviewed her. "The people of the village will never forget the kind and thoughtful way you treated them. We all realize that if it had not been for the quickness with which your men rushed us to safety, there would have been many a sorrowful home in Deane today."

Squire George Brudenhall, of Deane and Deanethorpe, was of a like opinion.

"The people of the village are still marveling at the efficiency of you Americans," he said. "Saving our lives was wonderful, but the wonder of wonders to most of us was the unbelievable gift of oranges your Col. Scott included in the food and bedding materials he sent to those who were routed from their homes."

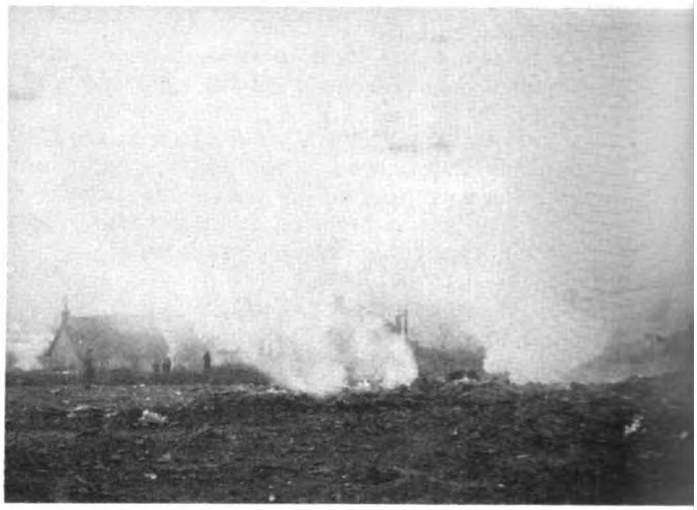
Lt. Col. Clayton A. Scott, Executive Officer, took charge of the emergency and had food and bedding material distributed to 100 villagers within a half hour of the crackup.

Villagers were still talking of the affair today and were loud in the praise of the 8th AAF. The touch that really found favor with them was the orange donation.

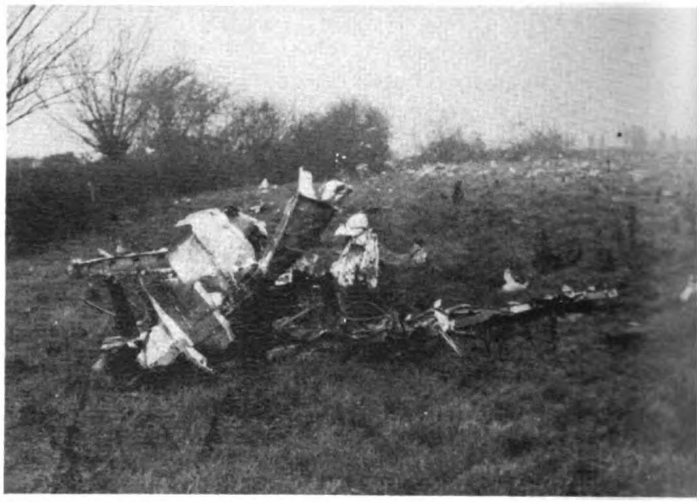
"We haven't seen one of them in years," said the village constable. "Now that we know no lives were lost, we'd almost go through it again for another shipment of oranges."

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SGT. RILKO



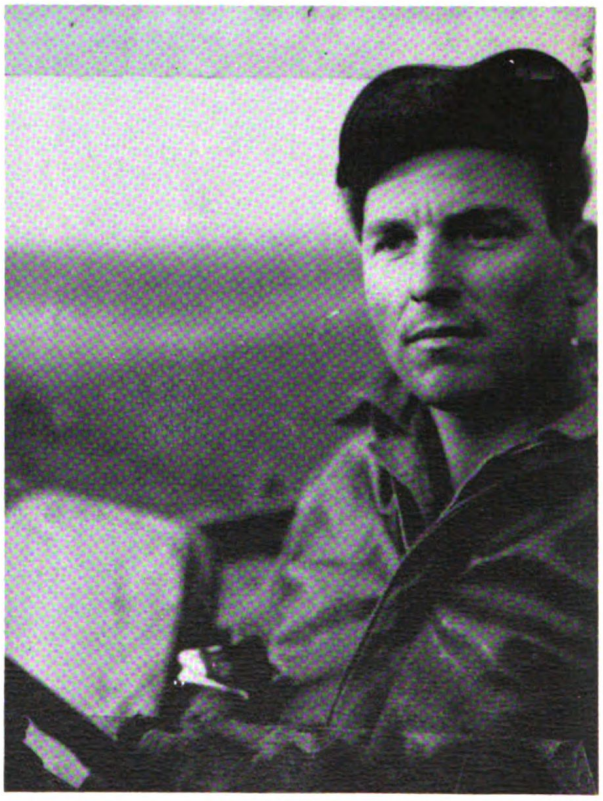
SGT. REASONER



S/SGT. KOLL



CAPT. WHITE



M/SGT. WILLIAMS

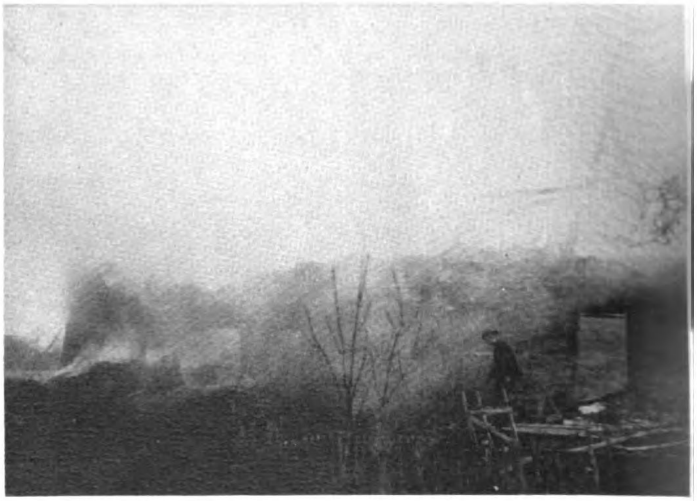


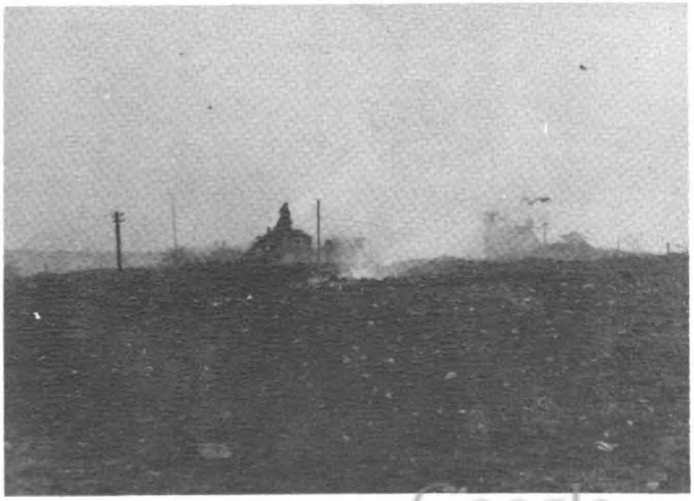
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ENTERTAINING PRIZE PUZZLE for Young Folks Page 3

Kettering Leader & Guardian

AND NORTHAMPTONSHIRE ADVERTISER

With which are Incorporated the "Kettering News" and "Kettering Observer."

CZECHOSLOVAKS' PARTY TO LOCAL CHILDREN —Page 10

FOUNDED 1861. REGISTERED FOR TRANSMISSION IN THE UNITED KINGDOM **FRIDAY, DECEMBER 10, 1943** By post (prepaid), 3/6 3 months. By post (prepaid), 6/9 6 months. PRICE 2d.

CRASHED U.S. AIRMEN SAVE VILLAGERS

Deenethorpe Got Ten Minutes Warning Before Mighty Explosion

MANY HOMES SHATTERED: ONLY ONE CASUALTY

The lovely Northamptonshire village of Deenethorpe, with its less than 100 inhabitants, escaped devastation on Sunday morning by nothing short of a miracle.

An American Flying Fortress, with its heavy bomb load of 6,000 lbs., crashed into the village, where ten minutes meant the difference between life and death for the inhabitants.

The bomber had caught a tree and crashed full tilt into a cottage on the edge of the village of Deenethorpe. This fortunately was unoccupied, and the crash reduced it to a heap of rubble all in a moment.



ONE OF THE air screws, seen in the foreground of this picture of a ruined farm building, cut clean through a young calf as it crashed through the doorway.

At the impact the bomber burst into flames and the crew of ten, six of whom were injured, scrambled clear as the bomber became enveloped in flames.

The crew, readily appreciating that the bombs exploded the death roll in the village below them might be heavy, lost not a second in hurrying down the village street shouting a warning. "Hi. Get out into the fields. Our bombs may explode any second," was the line the warning took.

Most of the villagers were still in bed some of them at breakfast. Those who heard the warning passed it on to others and within a minute or two the people were fleeing for their lives, making their dressing as they ran.

Some into the fields they hurried. Some lie flat, some to shelter behind haystacks and others to crouch, safely, behind mangold clamps.

There they waited, breathless, gazing with apprehension at the clustered village homes in which they had lived for many years. Slowly the minutes passed and at the end of about ten—BOOMPH!—the bomb-load was detonated by the heat from the flames enveloping the burning machine.

Pieces of wreckage flung far and wide mingled with flying roofs, hurtling tiles and splintered glass yet only one of the villagers suffered any injury at all. She was Mrs. Redmond, whose face was slightly cut by flying splintered glass.

Calf Halved

Only other casualties were a calf which was cut in half as it lay in its shed by one of the air screws which was blown clean through the open doorway, and 14 fowls about to lay. The hovel was about 50 yards from where the plane crashed.

Not one of the 32 houses and cottages comprising the village escaped. Every window was smashed and the explosion was heard over half Northamptonshire. Many windows in Kettering 12 miles away, rattled.

The owner of the calf and fowls was Mr. Albert Day, a smallholder, and chief warden of Deenethorpe. He was one of the busiest men in the village.

His house was badly damaged, the furniture ruined and the paper stripped off the walls by the force of the blast.

Old Lady Saved

When he heard the warning he gathered his family together and then thought of an 82-year-old widow, Mrs. Alfred Knighton, who lives next door. Mr. Day immediately went to tell her to leave her home, wrapped his overcoat round her and helped her, with his family, to seek shelter in a field behind a mangold clamp.

Mrs. Knighton walked across the field in her bedroom slippers which she had not time to change.

Mr. Day said to a representative of this journal: "We were just getting breakfast when I heard an airman shout. We left things as they were and, seeing that my family was all right, I went round to help old Mrs. Knighton."

Mrs. Mundy, wife of Pte. Harry Mundy, R.E., who is in the Middle East Forces, said: "I was just preparing breakfast for my two children, aged three and two, when I heard someone shout to us to get as far away from the village as we could. We left our breakfast and I finished dressing the children as we ran along towards some haystacks in a field. I had not heard the plane crash, but after we had been in the field for a few minutes the bombs went off with a terrific explosion."

Mr. F. Swann, a smallholder who lived in an old cottage 25 yards from the empty house into which the plane crashed, shepherded his wife, two daughters, son and grandson to safety in nearby fields.

THERE THEY WAITED FOR THE BOMBS TO EXPLODE AND WHEN THEY DID SO SAW THEIR HOME DEMOLISHED BEFORE THEIR EYES.

What the blast did not accomplish fire did, and the home was totally destroyed.

One Almighty Bang

To use the words of a leading villager, asked for his impressions: "It went up with one almighty bang."

The absence of loss of life is little short of a miracle, and one villager said, "There is no doubt about it. We owe our lives to the American boys who gave the warning so promptly."

The condition of the majority of the cottages was such that it was impossible to sleep in them on Sunday. The few that could be used had beds made in them among the debris of



NEAR the totally demolished cottage the remains of another one heighten the "blitz"-like appearance of the scene after the explosion.



THE DEBRIS on which the fireman is playing a jet of water is all that remains of the cottage into which the Fort. crashed some ten minutes before it and its bomb load exploded.

In addition to the cottage of Mr. Swann that was destroyed the roof of a large outhouse belonging to the property occupied by Mrs. Guttridge was burned out.

Smashed furniture and broken glass with blankets supplied by local Civil Defence Services.

Accommodation for the remainder of the village was provided at Deene Park, the residence of Squire G. L. I. Brudenell, C.C., and at Deene Rectory, where the Rector (Rev. A. Taylor) provided facilities. Some villagers also spent the night at Benefield.

Two rescue parties were provided by Northamptonshire County Council and N.F.S. units on the scene to deal with the outbreaks of fire were from Ketering, Corby and Thrapston under Divisional Officer E. G. Haylett.

Firemen Injured

Three members of the Kettering detachment on the scene were injured when the walls of a cottage collapsed. One of them, who was buried beneath piles of rubble, had to be dug out by his colleagues.

He was Fireman B. A. Wall, who received damaged hands and suspected fractured ribs. He was treated at an American hospital and was later conveyed to Kettering and District General Hospital where he was detained.

The other two who were injured when the walls collapsed were Fireman R. C. Robin and Leading Fireman A. B. Dobres.

Robin received injuries to his back and is detained at Kettering Hospital. Dobres' hands were injured and he was given treatment at the American hospital.

The N.F.S. turned out with six pumping units and two mobile water carriers and secured a plentiful supply of water from a brook about half a mile from the scene of the fires.

Among the few villagers, who spent Sunday night in the shattered village were several of the older residents. They included Mr. Charles Swann, who is 70, Miss Brakespeare, 75, and Mr. John Elliott, who is nearly 80.

With Mr. Elliott stayed his daughter, Mrs. Whittaker, whose husband is in the Forces. Mr. Day, the Chief Warden, also stayed the night in his damaged home with his wife and 14-year-old niece, Sybil Mann.

(Continued on page 12).

Saved Comrades

A statement issued on Sunday by United States military headquarters says that a Flying Fortress crashed in Deenethorpe that morning, and later its bombs exploded. Two men of the crew were injured in the crash, but were rescued from the bomber by four other members of the crew who entered it in the face of fire and imminent danger of explosion. The Fortress's navigator and bombardier were the only casualties. They were rescued 10 minutes before the bombs went off by Capt. Ralph White, M/Sgts. W. N. Lunn. Their injuries are serious, but they are expected to recover.

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District Manager: R. H. TAYLOR

(Continued from Page 1)

The villagers who spent the night at Deene Park and at the Rectory, walked the mile to the devastated village next morning where they disconsolately viewed their damaged homes and ruefully put some of the furniture straight.

Three miles away at Weldon, the effect of the explosion was so severe that pictures were flung from the walls in one cottage, and in others plaster fell from the ceilings.

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LT. (LATER CAPT.) KAUFMAN

401st Bombardment Group

December MISSIONS 1943

Date	No.	Target
1 Dec. 1943	2	Solingen
5 Dec. 1943	3	Paris
11 Dec. 1943	4	Emden
13 Dec. 1943	5	Kiel
20 Dec. 1943	6	Bremen
22 Dec. 1943	7	Osnabruck
24 Dec. 1943	8	Gorenflos
30 Dec. 1943	9	Ludwigshaven
31 Dec. 1943	10	Bordeaux-Cognac

Pilot Nurses Riddled B17 Home After Eight of Crew Bail Out

AN RAF STATION, Dec. 14—A pilot and a bombardier, alone in a crippled Fortress after eight members of their crew had bailed out over enemy territory, decided to gamble on getting their ship back to England on two engines. They won—by an emergency landing on this field near the coast—and astounded the commanding officer with their tale.

The bombardier, 2/Lt. Robert C. Fitzgerald, of Chestnut Hill, Mass., had just shouted "Bombs away!" when the ship, Penny's Thunderhead, was staggered by flak. Two engines were knocked out, one of them caught fire, and the nose and bomb bay door were hit. Three German fighters began to close in for the kill. The pilot, 2/Lt. Richard H. Kaufman, of Antigo, Wis., wasn't able to bring the ship under control and ordered his crew to bail out.

Just as Fitzgerald was about to follow his eight crewmates, he heard Kaufman yelling to him, "The fire's out in number three engine! It's started to freeze already." Fitzgerald stepped back from the hatch. The German fighters peeled off and left, evidently thinking that the whole crew had bailed out and the Fort was sailing along on automatic control.

Kaufman and Fitzgerald made a quick agreement. Although their ship had lost about 10,000 feet and was sinking rapidly, they determined they'd gamble their ship back to England on two engines. They made it.

—*From Stars and Stripes*, 12-15-43

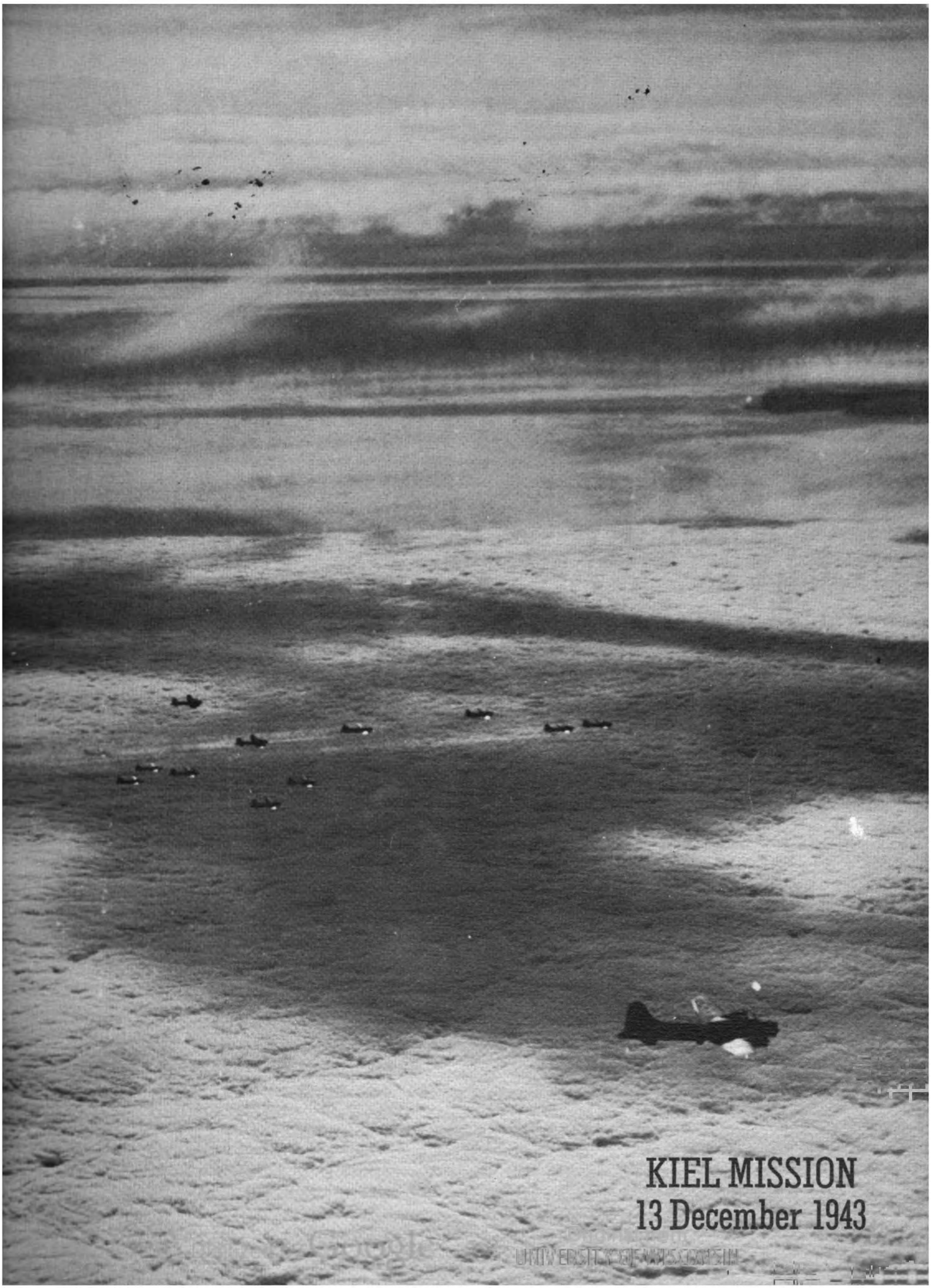


Right: Kaufman receives DFC from Col. Bowman

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Quotes . . . Emden Mission, 11 December 1943

Col. Bowman, leader of the raid: "I am completely satisfied with today's bombing. We came over the center of the city and despite a smoke screen laid down by Jerry our ships managed to unload their bombs . . . I think my men did a damned good job."

2nd Lt. Boudinot Stimson: "It was just so much flying time today until those rockets started falling. They certainly make a ship get the shudders. It didn't stop Flak Rat from getting its bombs away, however."

Sgt. Paul S. Melia, turret gunner: "Boy, why don't those Germans get wise to themselves. They're serving as human targets these days. I count today as a wonderful experience—it will get me set for those real tough ones ahead."

Capt. Carl C. Hinkle, Jr.: "There were countless planes scattered all over the area and our bombs must have laid a framework of fires all over the city. They laid down a heavy smoke screen, but took such slight offensive measures we practically performed a perfect bombing operation."

Sgt. Hugh W. Chappie, radio operator: " I saw our incendiaries all over the target and there were fires starting up as we passed over and started back."

2nd Lt. Delbert E. Wong, navigator: "It looked pretty good. It was much easier than I anticipated. They didn't show much of a defense. I saw very few fighters."

Sgt. Benjamin Daczkiewicz, waist gunner: "Where's all this flak? I'd like to know if I'm being kidded. We could have flown back and forth today without even catching cold. I liked the nice fires we started—I could sure use one in my Nissen Hut."

Capt. Julius Pickoff, Col. Bowman's bombardier: "Those Germans are going to have fried omelet for supper. Our eggs started burning as soon as they hit the griddle. Honestly, we blew hell out of them. The center of the town must look like the Holland tunnel."

2nd Lt. Traian Neag, pilot: "Make all mine like this one. It was a day's outing. Our incendiaries really found the target. I hope the rest of my missions are as easy—and as successful."

2nd Lt. John L. Malone, navigator: "When those Germans start putting those fires out they won't have enough water left to make a good pot of tea. It was a swell day's bombing."

S/Sgt. Earl C. Gibson, top turret gunner: "That flak sounded like rain on the roof. I found out today I could crawl all over in that turret—I didn't know there was so much room. I was way down under most of the time."

Capt. Donald C. McCree, pilot: "It was the first time we could see what we were aiming at, and it was a good thing. My gunners reported they could see the town smoking and that our bombs positively rained on the town. Although we were quite successful, it was a relatively quiet raid."

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CREW OF THE PEE-TEY-KUH COMPLETE FIVE MISSIONS

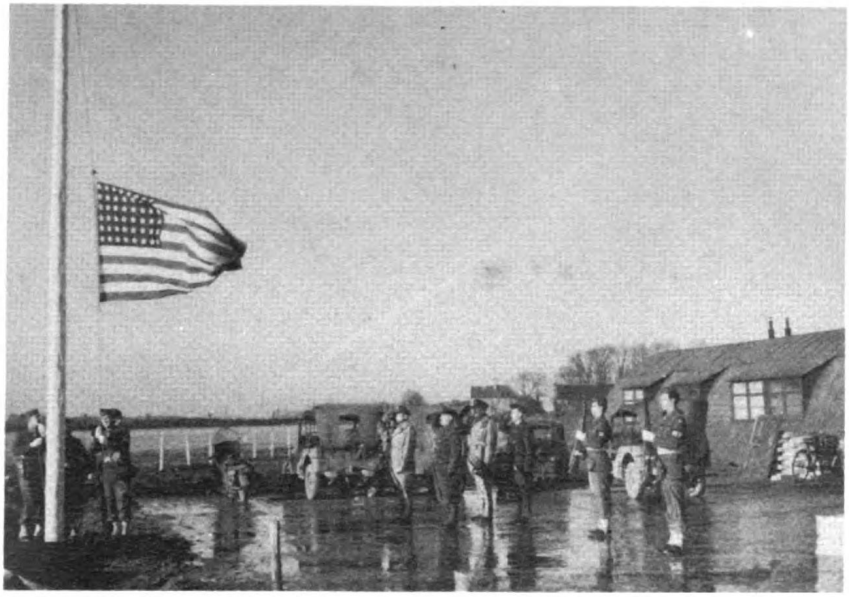
Ten happy fliers sit around the interrogation table after completing their fifth bombing mission (Kiel) over enemy territory. The five-finger salute is self-explanatory, although the fellow on the left looks as though he's waving at a top-kick. He's T/Sgt. Warren H. Jumper, top turret gunner, and in clockwise direction the others are S/Sgt. Herbert F. Willman, flexible gunner; T/Sgt. Robert F. Wagner, radio operator; 2nd Lt. Steven G. Nason, co-pilot; Capt. Leon Stann, pilot; Lt. Fred H. Rea, interrogator; 2nd Lt. Jack A. Duce, navigator; 2nd Lt. Alvin Gould, bombardier; S/Sgt. Clarence H. Biggs, tail gunner; Sgt. Eldon E. Leavitt, turret gunner; and S/Sgt. Donald W. Ogburn, flexible gunner.

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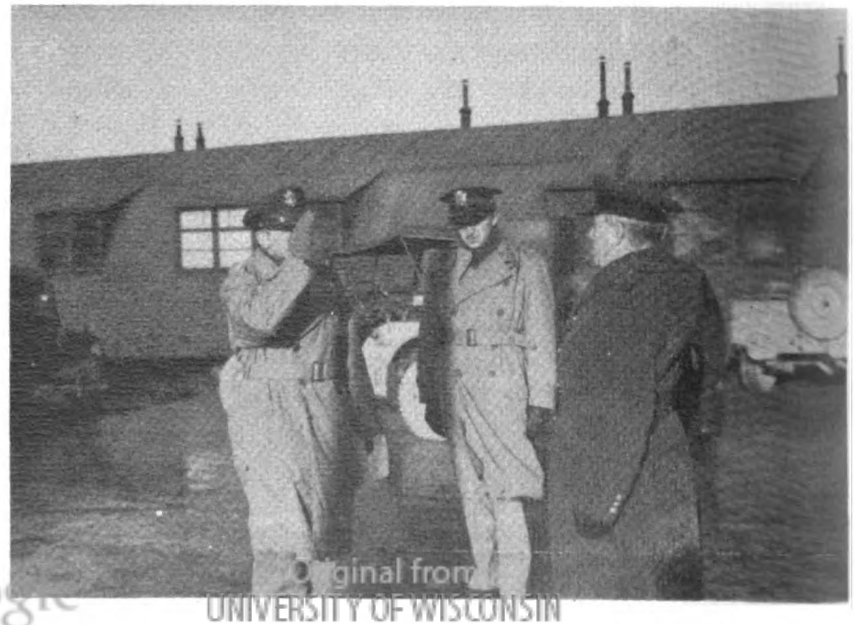
401ST TAKES OVER FORMER RAF BASE AT DEENETHORPE



Down Comes the Union Jack . . . .



. . . And up go the Stars and Stripes



As the 401st takes over Station 128

Squadron Leader Edward H. G. Watson of the RAF, and Col. Harold W. Bowman of the AAF, officiated.

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AND TAKES ANOTHER CRACK AT BREMEN





SGT. KOON MAJ. MULMED

"Your flak suit saved you from a nasty wound," Major Earl I. Mulmed, Group Surgeon, tells Sgt. Ernest H. Koon, after the Bremen mission.
"It isn't the wound that worried me—it's the *place* where the wound might have been. Can you imagine telling your grandchildren you got a Purple Heart for getting hit in the ————!"



LT. (later Capt.) PIPER

When the ball turret gunner's electrically-heated flying suit wouldn't function, the crew of the Fortress piloted by 1st Lt. Harry L. Piper, Jr., (above) had to turn back. At the base another suit was hastily substituted and the fortress was started again on the course to Bremen. They caught up with their mates over the coast and completed the mission with the rest.

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OSNABRUCK INCIDENT . . .

. . . . Shortly after passing the target of Osnabruck, the "Channel Express" piloted by 2nd Lt. Stuart E. Smith was struck by a bomb dropped from an American plane 200 feet above.



LT. SMITH

The bomb knocked the No. 3 engine loose from the plane and shattered the landing gear so severely that one of the wheels hung suspended from a single rod. Oil and gas were spouting from the Fortress in such profuse quantities that returning ships reported to intelligence officers they had seen a stream of smoke pouring from the crippled plane. Lt. Smith gave the order to salvo the bombs when 10,000 feet of altitude had been lost in a matter of minutes.

In the gathering darkness and despite a heavy mist, he managed to get over his field, and finally Smith saw a flare from the control tower through the murk.

Following an exchange of messages which made the exact condition of the plane known in the tower, Smith and his crew were ordered to bail out. For the next five minutes thousands of people around the countryside witnessed the spectacle of the crew, one by one, parachuting to earth.

They landed in various places, all within a 5-mile radius, and not one of the men was injured.

Some landed at Lovell's workers' camp in Harringsworth. Three other lucky ones landed at an ATS camp where they immediately became the supper guests of a group of thrilled and delighted maids in uniform (see pictures on facing page).

Smith and his co-pilot landed smack on their own field. They were immediately whisked away from their admiring buddies and the crowds who had gathered for an interrogation by intelligence officers.

The "Channel Express", guided by automatic pilot, crashed near Polebrook.

The men in Smith's crew were his regular "passengers". They were: 2nd Lt. Stanslaw Chmura, co-pilot; 2nd Lt. Victor Reese, navigator; 2nd Lt. Lewis J. Majewski, bombardier; S/Sgt. Fred E. McCawley, radio operator; S/Sgt. Wm. B. Flynn, top-turret gunner; Sgt. Harry G. Parker, tail gunner; Sgt. Frank J. Scicchitano, left waist gunner; and S/Sgt. Calvin W. Hopkins, right waist gunner.

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THEY LANDED IN LUCK



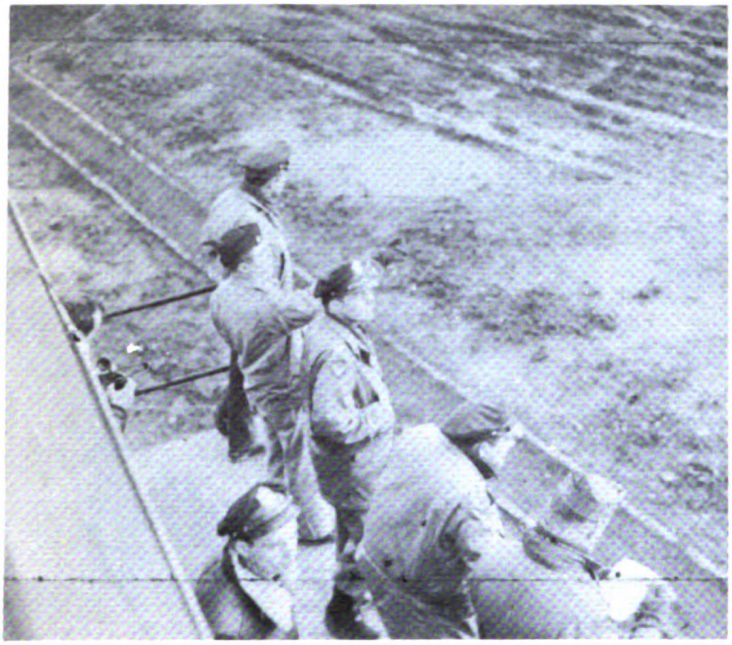
Some of the crew who bailed out of the "Channel Express" landed at an ATS camp where they received a hearty welcome. In photo above are left to right, front row: Sgt. H. C. Parker, S/Sgt. C. W. Hopkins and A.T.S. Sgt. P. Haslam from Brockenhurst, England, who is admiring the fine silk in the parachute. Back row, left to right: A.T.S. Company Sgt. Major Walkingshaw, from Edinburgh, Scotland, gives S/Sgt. F. E. McCawley some tea. Behind McCawley is Sgt. L. F. Davies.

Below: A.T.S. Sgt. J. Connolly from Liverpool, England, gives a cigarette to Sgt. J. F. Scicchitano who is standing behind S/Sgt. Wm. B. Flynn. On the extreme right is Capt. H. H. Hardesty.



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CONTROL TOWER





Officers of the Group peer into the skies to count returning planes after a bombing operation over Germany. The officers stand on the catwalk of a control tower from where they are able to maintain constant radio contact with the planes.

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GORENFLOS MISSION . . . 24 December 1943



LT. MENDELSON

Good weather, good visibility and good results characterized the mission over Western France on the day before Christmas, but members of the crew of one of the Forts knew a few anxious moments when three bombs became "hung up" after 2nd Lt. Leonard J. Mendelson had pressed the release switch over the target. They might have exploded in 15 or 16 seconds' time, but Mendelson hurriedly kicked at the bombs and managed to jar them loose in the nick of time.

"We owe our lives to his heroism," said 2nd Lt. Gaston Fox, the pilot.

Biggest U.S. Mission Hits 'Rocket Area'

1,500 Bombers, Fighters Raid France Without A Single Loss

Two thousand Allied warplanes seized air mastery over the invasion coast of France during the Christmas weekend and hammered targets which may have been the Nazi's secret rocket gun emplacements.

The raids, climaxing a five-day assault on installations in the German-held Pas de Calais area, were carried out Friday by some 1,500 bombers and fighters of the U.S. Air Forces, and more than 500 RAF, Dominion and Allied fighters and medium and light bombers.

Not one fighter or bomber was lost from the huge fleet which set up an air umbrella over a deep beachhead along the closest French coast. Luftwaffe fighter planes were unable to get past even the outer fringe of the cordon of Allied fighters surrounding the bombers, and crews in many instances were able to make two runs over the targets to insure accuracy.

1,300 Forts, Libs, Fighters

A force of more than 1,300 Flying Fortresses, Liberators and American fighters made up the heavy artillery of the armada., A big formation of Marauders also went out, while the RAF sent out Mitchells, Bostons and Typhoons to hit similar targets. RAF, Dominion and Allied fighters covered the medium and light bombers.

With good weather favoring the air fleet, crews reported precision bombing.

The assault on the invasion coastline targets came only a few hours after RAF heavy bombers returned from another major raid on Berlin, in which more than 1,000 tons of bombs were dropped on the Nazi capital to bring the total weight of bombs on Germany since last May 23 to 100,000 tons, a weight equal to the total of all bombs dropped on Germany from 1940 to the spring of this year.

Terror Raid, Says Berlin

Dispatches from Sweden said that the most recent Berlin raid, which once again brought from the Nazis charges of "terrorism," had struck most heavily in the industrial southeastern portion of the city. Seventeen RAF planes were reported missing.

Friday's Allied onslaught on targets in France was rumored as a "pre-invasion blitz" in neutral capitals and in unofficial circles in Washington. Authoritative observers in England discounted such stories.

Christmas Eve dusk was just falling as the last formations of bombers returned from the Continent to report the day's targets had been wiped out. Some group leaders reported the day's work was among the best jobs of bombing U.S. heavy bombers have yet done in this theater.

For the Marauders, the raids marked completion of almost 600 sorties in five days.

There were no raids on Christmas itself.

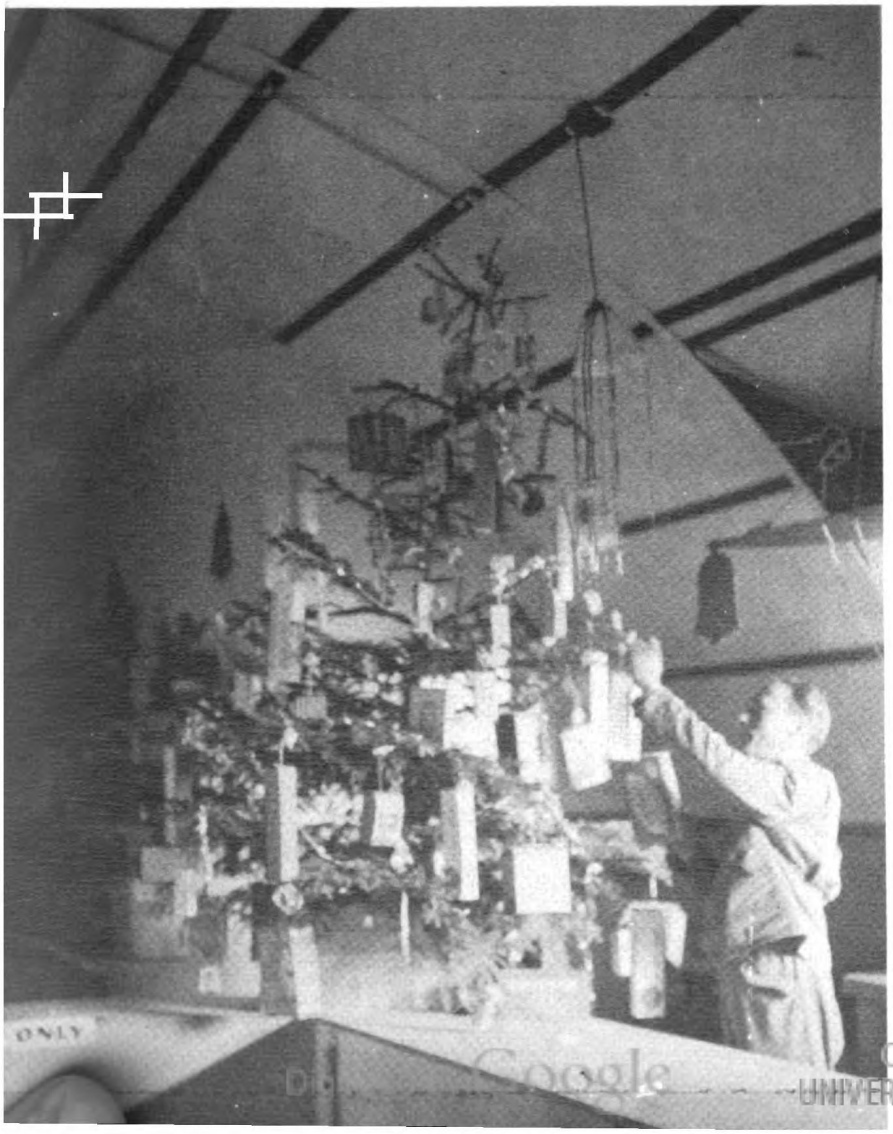
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Cigarette cartons, chewing gum, candy bars, decorate the tree. About 400 English children were guests.

Chris
Party





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1943







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MISSION TO LUDWIGSHAVEN

30 December 1943



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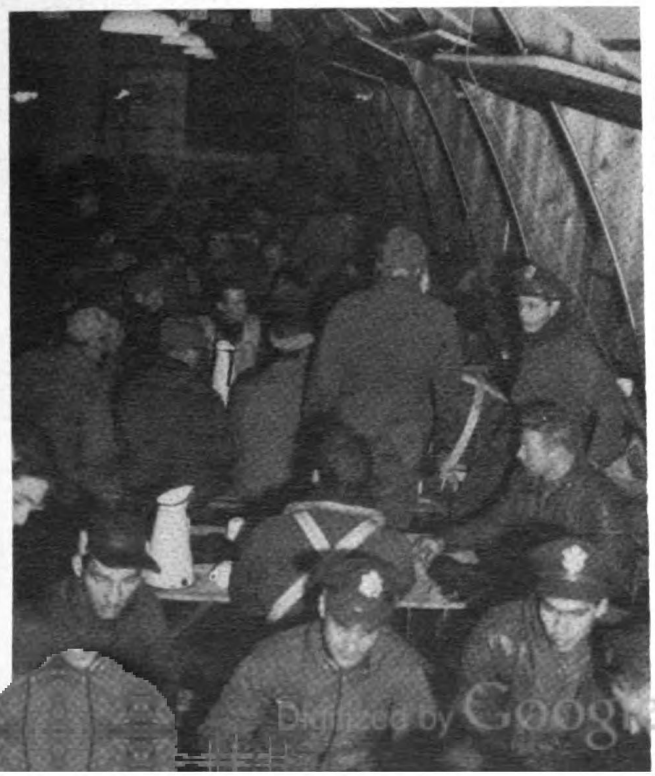
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BOMBERS BACK TO BLIGHTY AFTER BLIGHTING BOCHE—These flyers have just returned from a successful bombing operation over Germany. They are awaiting a jeep which will take them to the interrogation where they will enjoy "java and sinkers" while being questioned.





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EIGHT SURVIVE DITCHING IN NORTH SEA

The target was Kiel and high excitement was promised for each crew leaving England that day, but although the Flying Fortress "Carolyne" never reached the target, its crew emerged from the mission with the most gripping tale of the day.

Lt. Col. William Garland, pilot, was flying lead ship in his group when, somewhere between Heligoland and the enemy coast, his No. 4 engine caught fire. Using his radio, he directed the deputy leader to take his place at the head of the formation. Meanwhile, he endeavored to bring his Fortress under control.



LT. COL. GARLAND

When the ship started losing altitude, Col. Garland gave orders to salvo the bombs. This was done, but the bomb bay doors refused to close. The added air-resistance slowed the Fort down to 135 miles an hour. Realizing that an early return to England was imperative, the pilot headed for home.

About 60 miles from the English coast, the No. 3 engine went out of control. This left engines functioning on only one side of the ship. Everything in the plane that could be spared was tossed overboard in an effort to prevent the loss of altitude that was rapidly taking place.

It was a losing battle and as the ship continued to go lower, the SOS signal was sounded. About 20 miles off the English coast, Col. Garland spotted four small ships. They were British minesweepers, and realizing the plane had to be ditched, Garland headed in their direction.

Frost on the pilot's window prevented an exact appraisal of the situation but the crew took every precaution possible under the circumstances. Col. Garland and Major Malcolm K. Martin, co-pilot, stayed at the controls, and the remaining eight members of the crew braced themselves in the radio compartment for the crash.

Garland tried to maneuver the plane into the trough between the 20-foot waves, but the sea was so rough and the frost on his window so thick that it was impossible to do so.

The impact was terrific. The deceleration was such that it drove Garland's head against the instrument panel, where only his flak helmet prevented injury, and threw two of the crew into the bomb bay compartment.

Immediately, efforts were made to escape to the dinghies which were dropped in the water beside the plane. The angry waves buffeted the Fort and the zero temperature made every movement a painful one.

Water was waist high in the pilot's cabin when Martin and Garland crawled onto the wing through a window in their compartment. Other crew members were holding on to various parts of the fuselage above the bobbing waters, trying to lower themselves into the three rafts.

One of the dinghies broke loose from its restraining rope and was immediately swept out of sight. Two of the crew, a bombardier and a waist gunner, were washed overboard by a giant wave which almost submerged the plane. Meanwhile, Col. Garland and Major Martin were swept off the wing into the icy waters, but were fortunate enough to get washed toward one of the dinghies to which they both clung.

Four of the crew were in this dinghy, and two others, 2nd Lt. Edward P. Nolte, navigator, and 2nd Lt. Erle G. Owens, acting tail gunner, managed to swim to the other one.

For almost an hour the eight men managed to survive in the freezing waters. The day was the coldest of the year and the sea rougher than it had been all winter.

Two of the British minesweepers then hove into view. They were His Majesty's ships, "Monique Camille" and "Typhoon." Followed an exciting interval while the crews of both ships manfully endeavored to fish the half-frozen men from the sea.

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All but one of the men were pulled to safety. The waist gunner who was washed away was never found. The bombardier was pulled aboard but despite tireless efforts at artificial respiration on the part of the British sailors, he passed away.

Two hours later, the minesweepers put into Grimsby with the rescued fliers. They were given treatment for exposure and shock at the Naval Hospital.

Not one of the eight survivors was any the worse for the experience. Injuries were confined to minor scratches and strains. Worst for the men was the feeling that they had lost two of their buddies.

For Lt. Owens the ditching represented his second such experience in four days. After the Cognac missions, Owens was one of a crew to bail out over England on New Year's Eve. He landed in a tree unhurt.

"We were lucky," said Col. Garland. "We could have had lots more trouble than we encountered, but every man on the crew did exactly what he was supposed to do when the time came.

"The enlisted men, in particular, did a fine job. Lt. Nolte, my navigator, stayed at his job under the nose until we were only 100 feet over the water.

"Lt. Owens was everywhere at once. He supervised the crew when they were forced to throw things overboard to lighten the ship, he got them set in the radio compartment when we were forced to crash, and he kept up a line of chatter and banter throughout that was unbeatable. He's tops.

"The British sailors on the minesweepers were great to us. They forced the last rum they had upon us, they massaged us with hot towels, gave us clothes right off their backs, and were directly responsible for getting eight of us home safe and sound."

Major Martin expressed the feelings of the crew about the two men who didn't survive:

"They were in there pitching to the last," he said. "The wave that got them was the biggest I've ever seen in my life.

"The British did a wonderful job recovering the bombardier and trying to revive him, but he was gone beyond all hope. They searched unceasingly for the other man, but the sea was too angry and the undertow too great for anyone to survive alone that day.

"Col. Garland did a magnificent job at the controls."

Lt. Owens verified this. "We're all proud of Judy," he said. "He made a crash landing back in the States last summer that was a dream, but this one tops it."

In addition to the above named, the other four survivors were: T/Sgt. Bert W. Stimmel, radio operator; T/Sgt. Anthony V. Spacek, top turret gunner; Sgt. Thomas D. McNab, Jr., ball turret gunner; and Sgt. John I. Parratt, gunner.



LT. BRIARTON

Nazis Bombed by New 'Magic Feet' Technique

AN EIGHTH BOMBER STATION, Jan. 5—Henry Brirton, of Jamaica, L.I., N.Y., a Fortress bombardier, danced a jig five miles up over Naziland in order to drop his bombs in today's attack on northwest Germany.

The bomb-bay doors jammed and several explosives failed to drop, although released from the shackles.

Brirton crawled down into the bomb bay. Holding to the sides of the bomb rack, he jumped up and down until the door jarred open, allowing the bombs to fall while the plane was still over the target.

—From "Stars and Stripes"
6 Jan. '44

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USO Show

G.I. Backstage Johnnies visit the entertainers after a USO show at the station. From left to right in first photo above: Maxine Martin, Sgt. Corke, Penny Beaumont, Sgt. Jefferies, Del Ohrell and Sgt. Adams. In photo at bottom of page Penny Beaumont is shown at the finale of her dance. "She could teach Carl Hubbell something about control," say the boys.

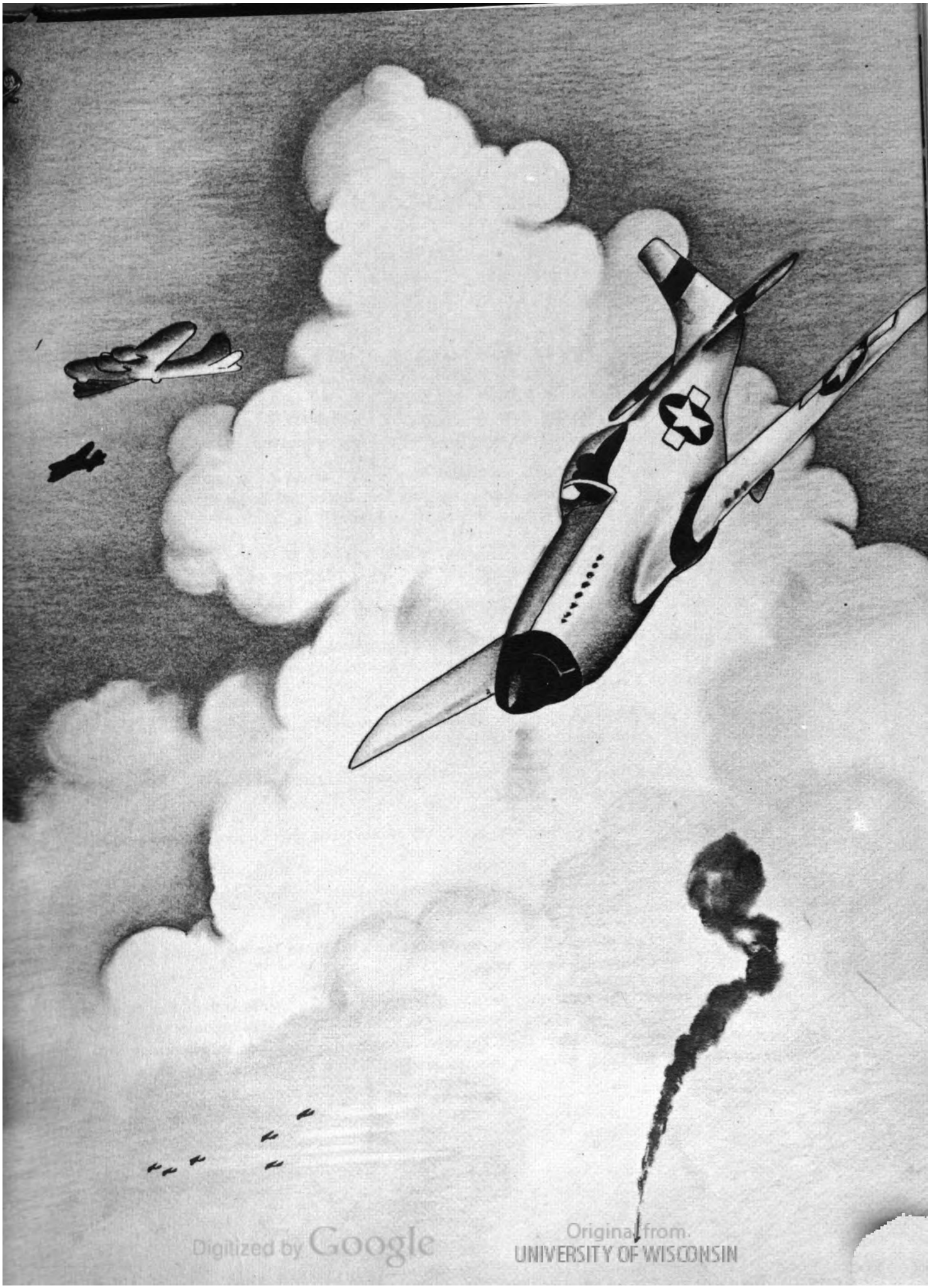




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Bombers Hail One-Man Air Force

Four-O-First crew members, returning from the mission to Oscherleben, were talking in Hollywood terms about the courage and daring of a lone P-51 pilot in and around the target area.

The unidentified Mustang pilot was all by himself when one of the wing formations was attacked by a swarm of 30 to 40 German fighters. Instead of turning tail and abandoning the wing in the face of impossible odds, the P-51 pilot sent his plane right into the midst of the Jerries. And for the next 20 minutes the Fortress crews were treated to one of the greatest exhibitions of sheer courage they have ever witnessed.

Estimates vary with individuals as to the number of Jerries he shot down before he was lost from view. One tail gunner claims he saw him knock out a "positive" six. Others say three to five Jerries, but all agree he did a wonderful job.

"It was a case of one lone American against what seemed to be the entire Luftwaffe," said Lt. Col. Allison C. Brooks, who led the Wing the Mustang pilot defended.

"Singlehanded, against those terrific odds, he covered the Wing all by himself.

"He was all over the Wing, across and around it, and my gunners tell me he definitely shot down two of the enemy fighters while they were watching him. Later, other pilots told me they saw him get more.

"We last saw him chasing a Jerry down through the clouds. His display of skill and courage in the face of those odds was magnificient."

"For sheer determination and guts it was the greatest exhibition I've ever seen. They can't give that boy a big enough reward."

Lt. Col. Edwin W. Brown, pilot and squadron commander, was equally lavish in his praise.

"We don't know who he was," said Brown, "but there isn't a one of us who wouldn't like to shake his hand. He's my idea of a hero.

"The sight of him out there, all alone, surrounded by all those Jerries, trading punches right and left, is something I'll never forget.

"His action typified the spirit that is going to knock the Luftwaffe out of the skies."

It was noted that each crew, upon returning to the home field, was anxious to tell the story of the fighter pilot's bravery. One Fortress station in the Midlands, in particular, will give him the key to the field, hangars, planes and all, if he ever visits their base . . .

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THE PILOT WHO FOUGHT THIRTY ENEMY PLANES



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PRESENTING SGT. HAMILTON

. . . a one-man army



SGT. HAMILTON

S/Sgt. James R. Hamilton of Georgetown, Ky., a Flying Fortress tail gunner, did a day's work in the Oschersleben mission which for daring and courage rivals the story of Sgt. York in World War. I.

Sgt. Hamilton's Fortress was attacked by a swarm of German fighters in the region of the target. The No. 4 engine of his plane was hit and knocked out. The prop could not be feathered, and the vibration caused the Fort to drift to the rear and below their formation.

The Jerry fighters started to move in for the kill and the sergeant's guns started to work. He got one, and then came a pause. A 20 mm shell had creased the base of Hamilton's skull and pierced the lobe of his right ear, knocking him out temporarily. Soon, however he was on his feet and blazing away at the Jerries. Weak and bleeding, he stuck to his guns.

The fighters attacked for three solid hours. Hamilton got the brunt of the attack because they made most of their swipes at the tail.

"I saw three planes go down and my crew swears he got at least eight and possibly 10, said the pilot, 1st Lt. Fred D. Grinham. "If he didn't crack at least eight of them we'll eat our helmets, earphones and all!"

In the "Bad Penny", Grinham's Fortress, was another gunner who was hit by a 20 mm shell. It got him in the right leg and thigh and he, too, stuck to his guns and shot down one enemy fighter. He was Sgt. William T. Crimmings, left waist gunner.

Hamilton later received the Silver Star and Grinham the DFC for their heroism.



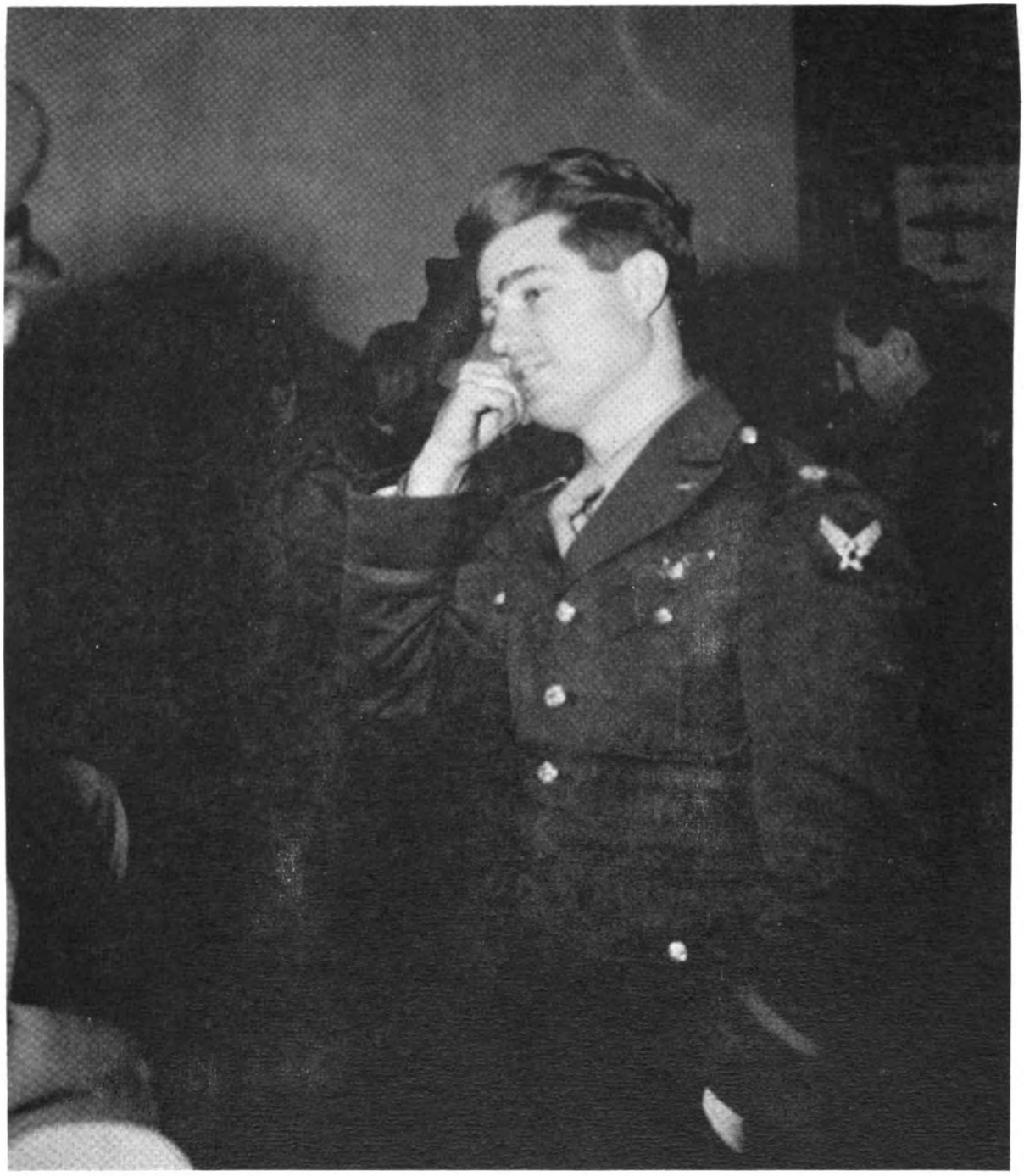


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He Led Oscherleben Mission



MAJOR (LATER LT. COL.) BROOKS

Leader of the 401st Bomb Group mission to Oscherleben, for which the entire 1st Air Division won the Distinguished Unit Citation from President Roosevelt, was Major Allison C. Brooks, a former pursuit pilot. The target was completely wrecked, despite tremendous enemy air superiority, rockets, adverse weather and flak.

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Other Oscherleben Highlights





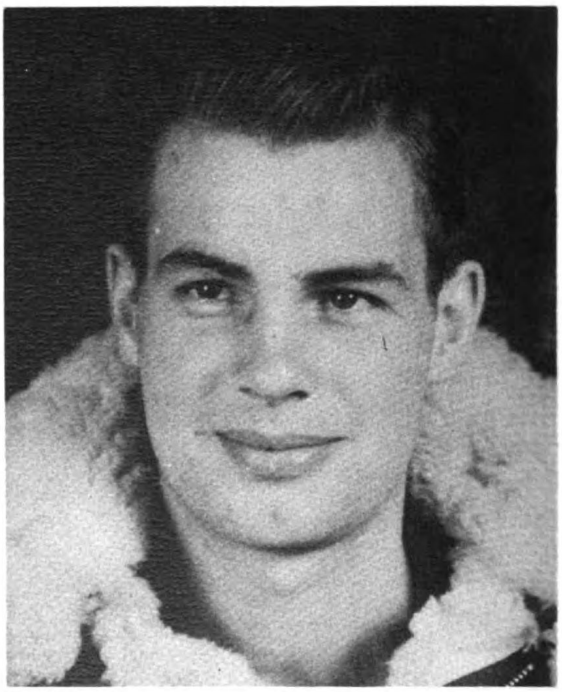
LT. FERDYN . . . . . AND COL. SEAWELL'S CREW

First Lt. Joseph E. Ferdyn of Mexico, N. Y., says all his other missions have been comparative "set-ups" in contrast to his first one over Oscherleben, Germany, for which he later wore a Presidential Citation. "We were under fighter attack for more than two hours. Our gunners got credit for two destroyed Jerry fighters." The Group turned in 93 claims for destroyed, probably destroyed and damaged enemy fighters and 66 were confirmed and allowed.



LT. BINGHAM

2nd Lt. George F. Bingham nursed his "Hell's Angels" back to England after the mission with the rudder hanging useless, ordered eight of the crew to bail out and then he and his co-pilot, 2nd Lt. Francis W. Hoad landed with the plane on automatic pilot, through a dense fog.



S/SGT. KOEHLER

About 18 miles from Oscherleben, flak hit S/Sgt. Earl L. Koehler, waist gunner, knocking him unconscious. S/Sgt. James O. Nichols, also struck, was able to administer first aid and Koehler returned to his guns until the target was passed. He later received the Silver Star.

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THIS IS HOW IT WORKS, GIRLS—Lt. G. J. Hellmuth, explains the whys and wherefores of a Flying Fort to WAC Pvt. Mabel F. Powell and WAC T/Sgt. Alice Forsht. Capt. H. L. Piper looks on.



"WE JUST GAVE JERRY SOME HELL"—Col. William T. Seawell stops to talk it over with Capt. Rufus F. Causey, his navigator, after a bombing mission over Germany.



SHE'S DOING HER BIT, TOO—
Pvt. Haydn C. Williams, a guard with the 1199th M. P. Company, is shown at his post on the far end of camp with a tiny visitor from the village. She says she helped check on German spies.



Lt. Leonard Mendelson, a bombardier, kicked loose some jammed bombs on one mission; on the next he had to bail out and landed on his head, but escaped injury. Then he got a 48-hour pass, went to London in a "pea souper" fog, stepped off a curb directly in front of a cab, and landed in the hospital.

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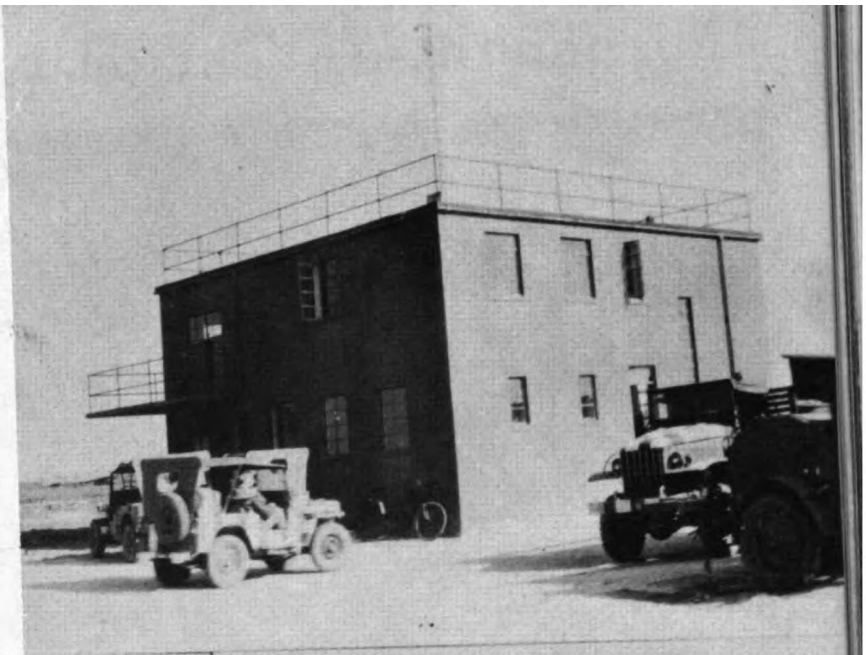
It was the job of the weather department to interpret the forecasts and brief the crews on weather conditions to be expected on the route, at the target, and on the route back.

In charge was Capt. Arthur B. Street, Weather Officer, and 1st Lt. Walter J. Saucier, Assistant Station Weather Officer.

T/Sgt. Daniel Klinger was forecaster and station chief and he was assisted by S/Sgt. Eugene C. Caven, observer; Sgt. Coy S. Bennett, forecaster; Cpl. Kenneth Robbins, observer; S/Sgt. James E. Schreiner, observer-clerk; Cpl. Joffre H. Rogers, observer; and S/Sgt. Russell E. Owen, forecaster.

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18th Weather Detachment











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ANOTHER TRIP TO GORENFLOS . . . 14 *January* 1944



LT. COL. MARTIN, LT. COL. MAUPIN, and CAPTAIN HABERER

Lt. Col. Jere Maupin, pilot, playfully pokes his navigator, Capt. Walter E. "Skeezix" Haberer, after the bombing of Gorenflos, France, along what newsmen call the "Rocket Coast." Lt. Col. Malcolm K. Martin, Group leader, looks on. Maupin is a former West Point football star.

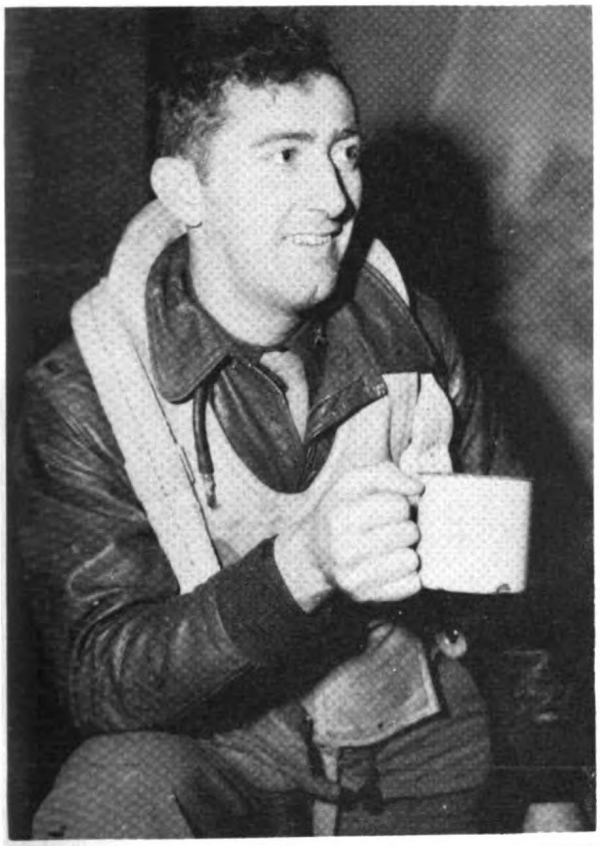


Major Julius Pickoff, bombardier, brings his equipment back after using it to telling advantage on the French Rocket Coast. He led the Wing in the bombing.



IT WAS ACTING LIKE A YO-YO—1st Lt. Gaston Fox, pilot, explains a particularly breathtaking moment in landing his Fort safely after the rudders, elevators and tail had been ruined by German flak. Fox landed his plane on the automatic flight control device after eight of his crew had bailed out. Listening to Fox are Capt. Donald G. McCree and Major Malcolm K. Martin.

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LT. FOX . . . WOTTA RELIEF!

Below: Lt. Fox hears from Capt. Ronald Woodhouse, one of the crew who bailed out before Lt. Fox landed his plane on automatic pilot. It was the second mission for Woodhouse and the second time he had been forced to "hit the silk" in order to return to England.

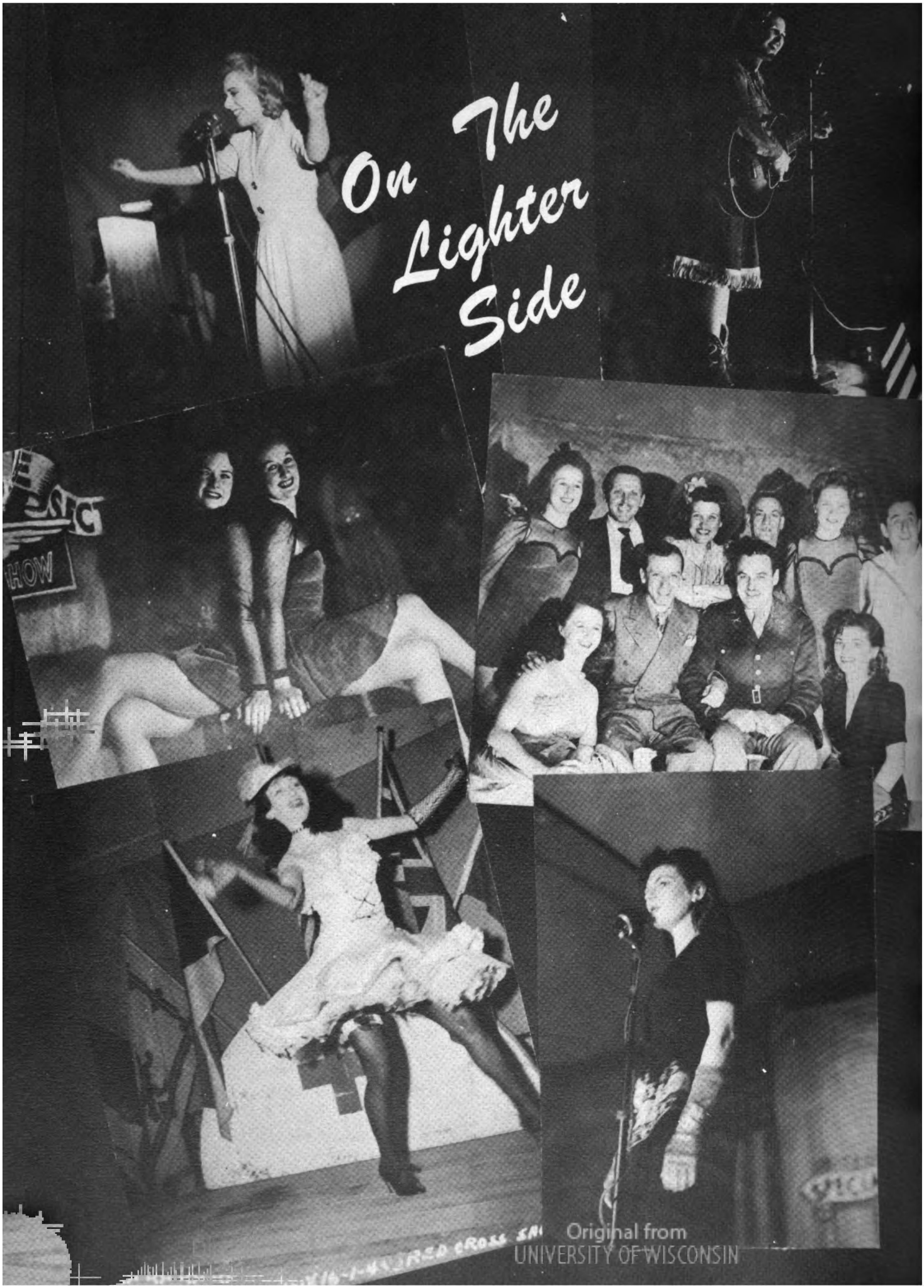


LT. FOX and CAPT. WOODHOUSE



LT. COL. ROMIG, COL. LACEY and COL. BOWMAN
Three colonels discuss January bombing missions of the Group. They are Lt. Col. Romig, Col. J. K. Lacey and Col. Harold W. Bowman.

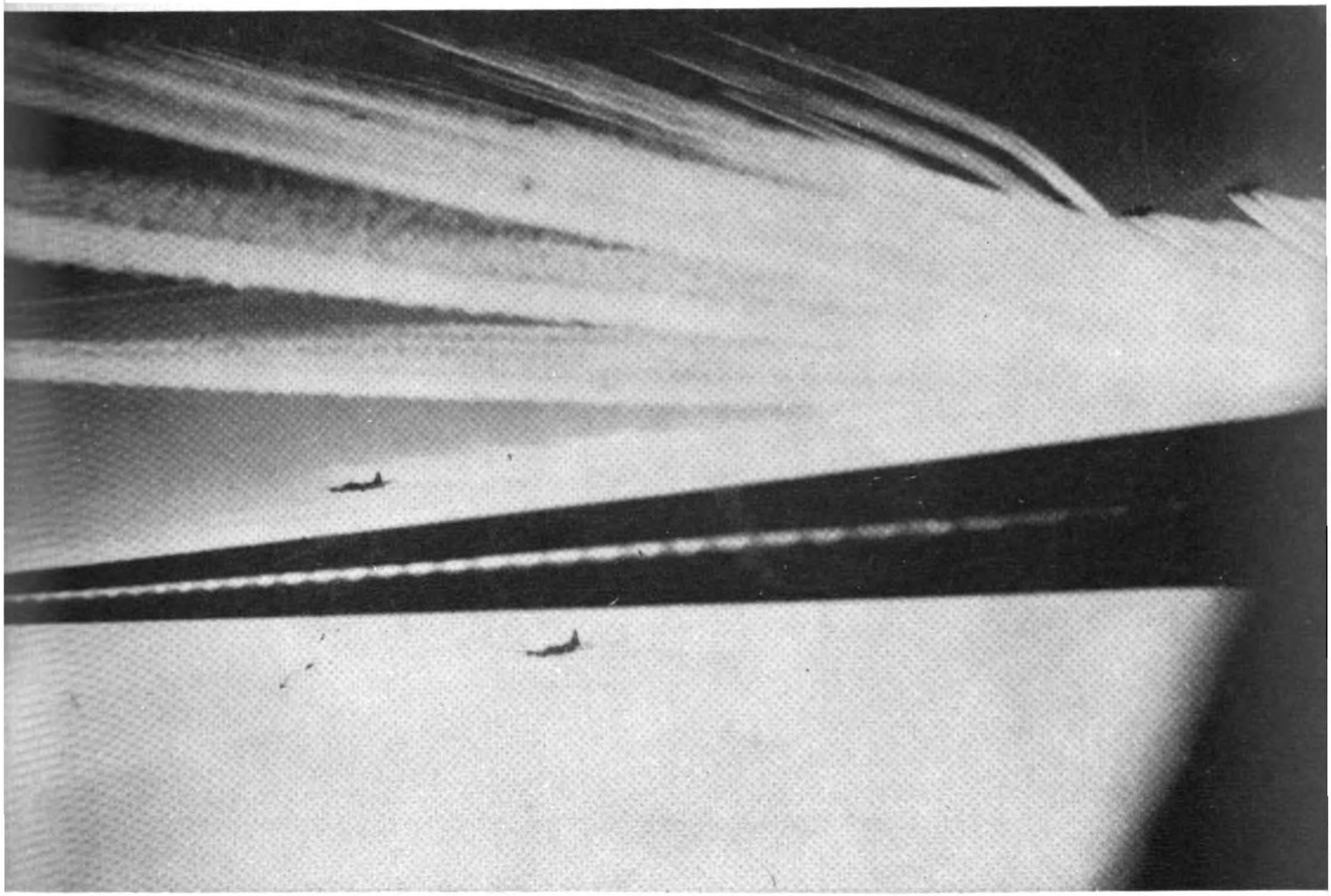
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MISSION TO BRUNSWICK . . . 30 *January* 1944





January MISSIONS 1944

Date	No.	Target
4 January 1944	11	Kiel
5 January 1944	12	Tours
7 January 1944	13	Ludwigshaven
11 January 1944	14	Oscherleben
14 January 1944	15	Gorenflos
21 January 1944	16	Notre Dame de Ferm
29 January 1944	17	Frankfurt
30 January 1944	18	Brunswick

Back in England after bombing Brunswick, these fliers return to a comparatively dull form of transportation—the jeep—on their way from their Fortress to the interrogation room. They are (left to right) Capt. Rufus F. Causey, Major Julius Pickoff, Lt. Col. Ralph White, (front seat) Major James Egan, Col. Harris E. Rogner and Lt. Col. Carl Hinkle. Col. Rogner led the raid.

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WILHELMSHAVEN . .

3 February 1944



Major Allison C. Brooks congratulates Capt. Delwyn Silver on the latter's successfully leading the Group in the mission to Wilhelmshaven.



Lt. Col. Wm. T. Seawell and Lt. Col. Allison C. Brooks pause for a cup of coffee after the mission to Frankfurt during which Brooks led a Wing of Flying Fortresses.

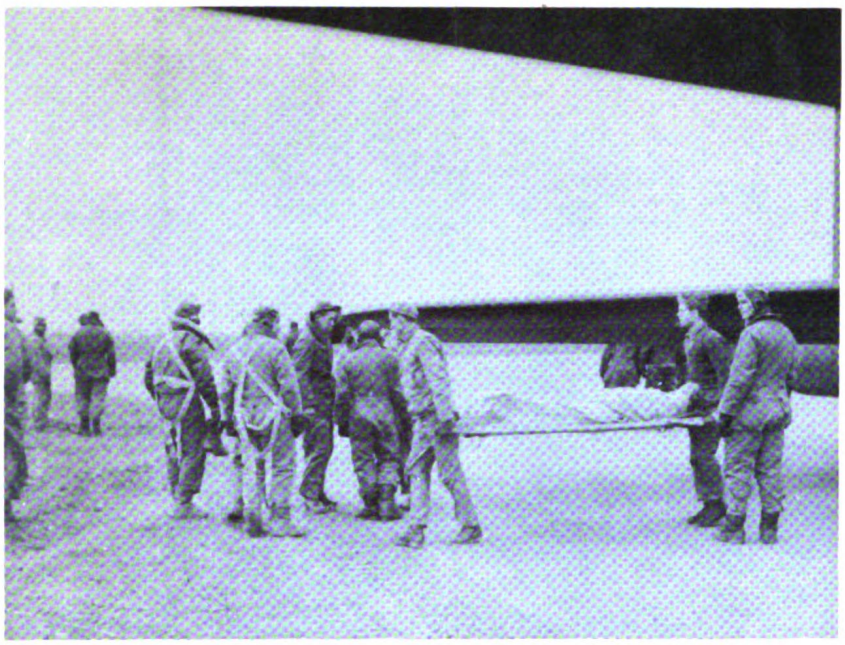
FRANKFURT

4 February 1944

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Crew stands by helplessly as one of their injured buddies is carried to ambulance, after Chateauroux mission. These men have inured themselves to the penalties of battle, but react in the manner of sorrowing people the world over when one of their comrades "gets it."

The Medics

(Below) Here is sad testimony to the trite truism that when wars are fought men must bleed and die. Such a victim is here shown being carried to an ambulance. Major John H. Burke, chaplain, has just administered final absolution.





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THE OTHER SIDE OF THE STORY—Sometimes a Fortress arrives home and the pilot and crew do not smile, or wave to the bystanders who have been sweating them out. Here, Capt. Carl Hinkle peers into the waist at his tail gunner who was wounded over Northwestern France, and is being carried to an ambulance.





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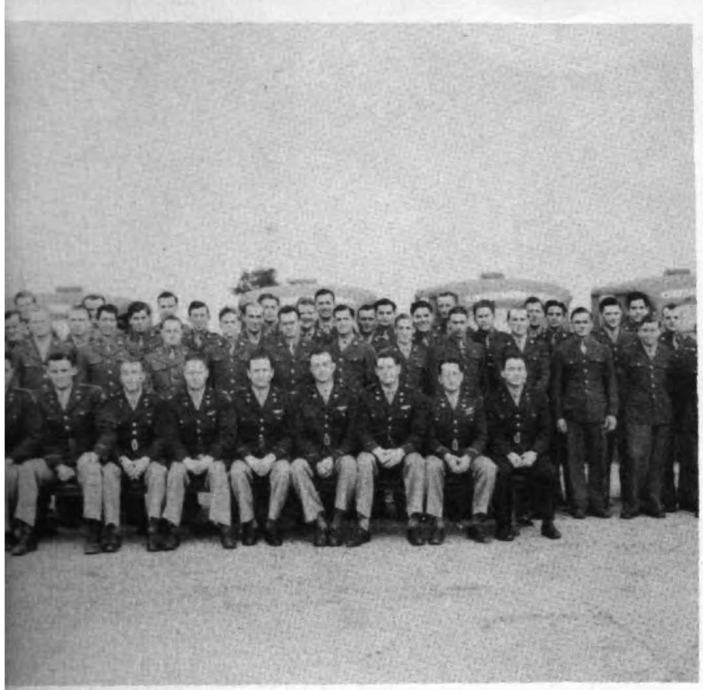






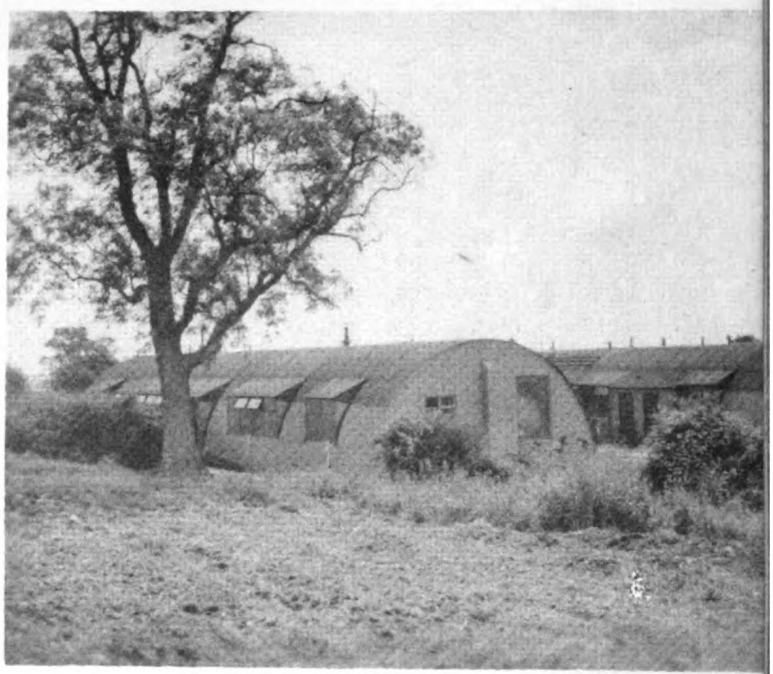


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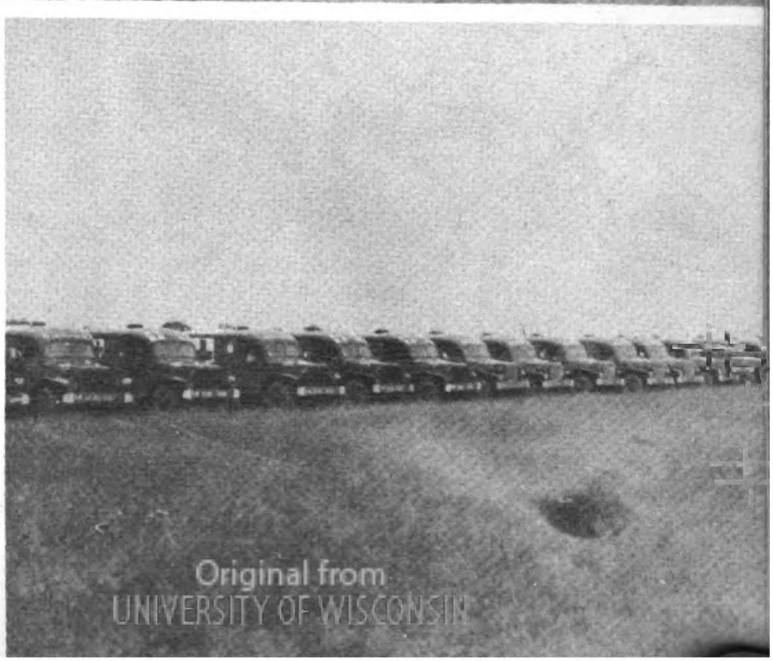












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Lts. Current, Tausig, Althoff, Buchanan and Walker





Wheat Sheaf Pub at Benefield—where 401st men put in hours on end drinking "mild and bitter."

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(Left): Capt. Charles C. Henrie, Squadron Surgeon, leads a wounded gunner to an ambulance after a bombing mission to Germany. The gunner, blood-smeared and wearing a head bandage that was hurriedly prepared during the flight, smokes a cigarette with an air that seems to say, "It's all part of the day's work."



(Right): Col. Harold W. Bowman (left), congratulates Lt. Col. Harris E. Rogner, on the latter's assignment to a higher echelon after having served with distinction in the 401st Group.



(Left): There are no redcaps to carry the impedimenta for the crews at a bombing station. It is one job they don't mind, however, and they lug their parachutes, flying clothes, etc., happy in the thought they have chalked up another one against Adolf.

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LEIPZIG MISSION . . . 20 *February* 1944



MAJ. CHAPMAN



COL. SILVER (facing camera)

CRIPPLED B-17 HEDGEHOPS HOME FROM LEIPZIG

The story of a crippled B-17 hedge-hopping from Leipzig all the way back to England was unfolded when Major Alvah H. Chapman, pilot, landed his Fortress safely at home base.

The Fort was nearing the target when a swarm of ME-109s attacked it. The No. 3 engine was shot away, crankshaft broken, and the prop looked as though it would go flying off at any minute. A blade on the No. 4 prop was torn off, and the throttle controls rendered useless. The brakes and flaps also took a severe splintering.

Two ME-109s moved in for the kill, thinking the Fortress was now a dead duck. In an effort to throw them off the trail, Capt. Delwyn Silver, co-pilot and deputy group leader, ordered the plane put into a spiral earthward in an attempt to mislead the Jerry fighters into belief the Fortress was crashing.

The Germans clung to the pursuit, however, and tailed the damaged giant in its flight downward, blazing away with everything they had. T/Sgt.

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George S. Wilson, top turret gunner, sent a burst at them and the rest of the crew of the "Battling Betty" report that one of the German planes burst into pieces, its pilot hurled out of the ship.

"We saw him thrown clear out of the plane," said Sgt. Michael G. Brennan, "and he wasn't opening any parachute either. That plane was really blown to bits."

Capt. Silver reports that the other Jerry peeled off then—the going looked too rough. By this time the "Battling Betty" was down to an altitude of 2,000 feet.

The Fortress was now all by its ownsome, deep in the heart of enemy territory. There were no friendly fighters in sight, and Capt. Silver realized that if they climbed higher in the badly damaged plane the German fighters thousands of feet above would make mincemeat out of them.

They turned in the direction of home and continued to fly at the 2,000-foot level.

"We could see the German countryside below us just as if we were touring Festung Europe in a sightseeing bus, only there wasn't any fun attached to it. We expected enemy fighters on the entire trip back.

"Chapman did a magnificent job of flying us and he was forced to bear down every foot of the way. We flew around every sizeable village we came to, because we knew their flak would get us if their fighters didn't. This made the flight a zigzag affair, and we sweated out our fuel tanks all the way back—Leipzig is a helluva way from Britain."

They flew on a zigzag line for Amsterdam and it was in the vicinity of that city that one last enemy fighter made a last pass at them. He was beaten off when the Fortress turned the full strength of its guns against him. They crossed the channel and landed safely.

Pictures of the damaged plane show the terrific struggle the "Battling Betty" must have experienced. Observers could hardly believe that the riddled ship would have made the long voyage home. The fuselage looked like a lace curtain and, crowning point of all, was a large section of the ME-109 prop which had become wedged in one of the gun emplacements.



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OPENING OF AERO CLUB



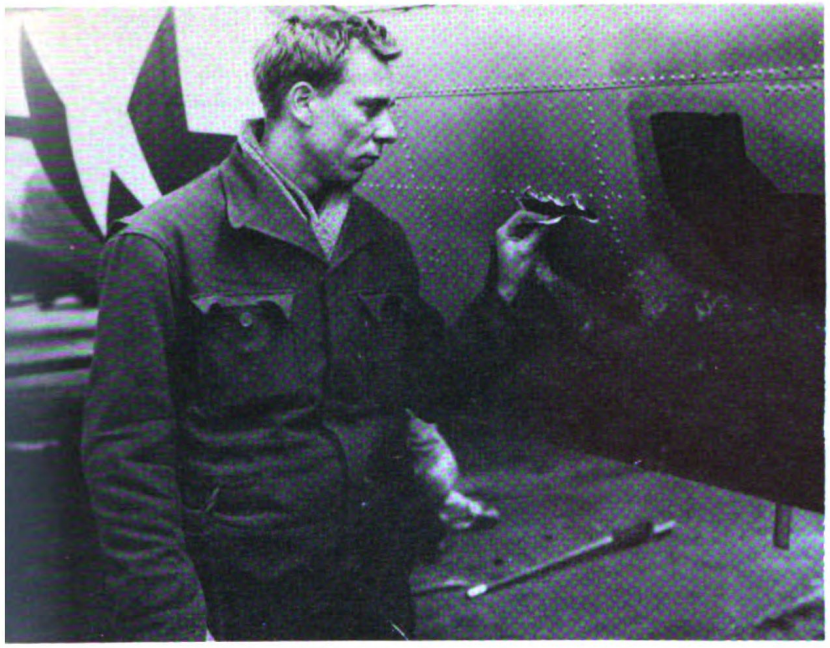
Henry Day was Field Director, Mrs. Helen Smith Miller, director, and Miss Lois Murphy, assistant



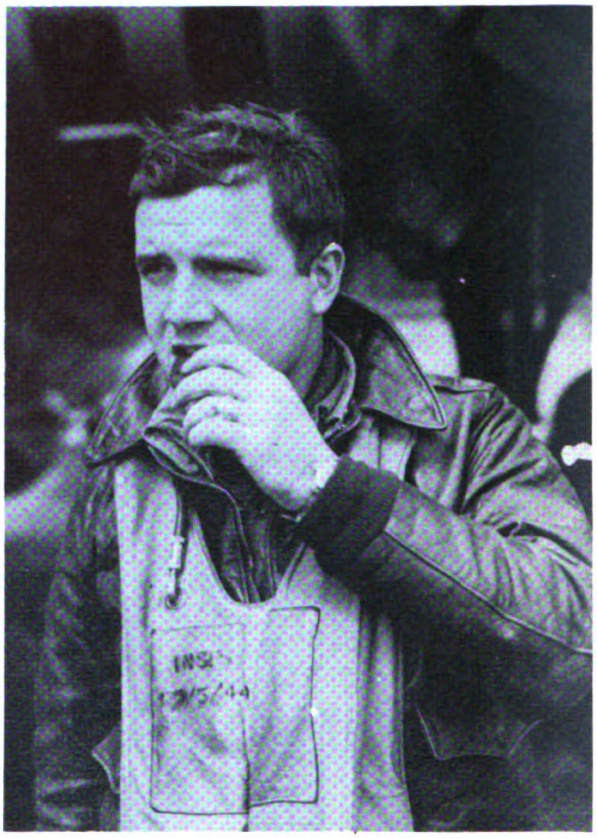




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(Left): S/Sgt. P. W. Keller, Jr., a waist gunner, examines flak damage which occurred over Leipzig. Armor plating on the inside of the Fortress is all that saved the sergeant.



FOUR MISSIONS IN FOUR DAYS, to Peenemunde, Augsburg, Leipzig and Cheinfurt, didn't seem to bother 1st Lt. Frank P. Ball, pilot. He is shown nibbling a cookie just after the last of the four missions.



Lt. James M. Kane, navigator, unloads his equipment on returning from Scheinfurt.



S/Sgt. Joseph A. Kunak, waist gunner, sights his 50-caliber just prior to take-off on a mission to Germany.

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† CHAP

Senior member of the firm of "Souls, Inc." was Majo
Catholic chaplain, and the junior partner was Captain
Protestant chaplain. Like coffee and cake, or war and
gether, and there wasn't a take-off or landing made a
pair wasn't on deck to witness. They were generally awa
o'clock in the morning for every mission, and bicycled
quarters to the briefing room. When the planes returned,
there to meet them, offering encouragement, solace and

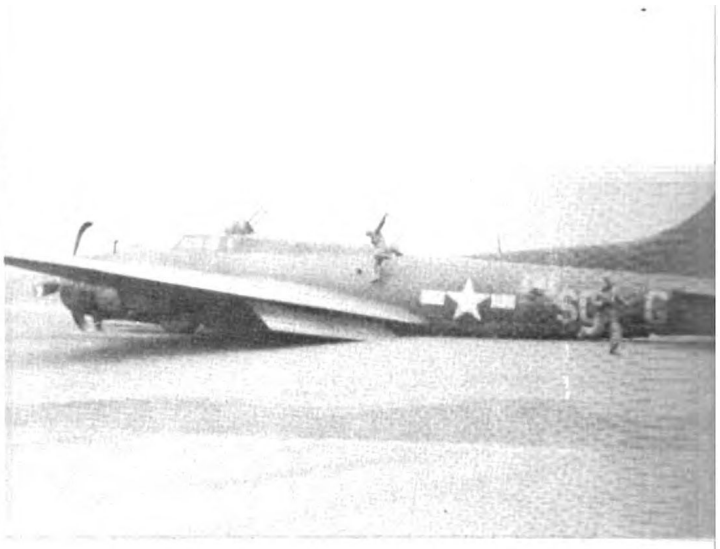
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THE BONNIE DONNIE, nose up, poses with her crew after the Frankfurt mission. They are Capt. Robert L. Stelzer, pilot; 2nd Lt. Wendell T. Johnson, co-pilot; 2nd Lt. Herbert L. Hobbs, navigator; 2nd Lt. Robert Warren, bombardier; T/Sgt. Donald A. Hecker, radio operator; T/Sgt. Jesse O. Pack, top turret gunner; S/Sgt. James P. Black, ball turret gunner; S/Sgt. John H. Nicely, tail gunner; S/Sgt. Edward J. Rice, waist gunner; and S/Sgt. Thomas H. Holland, waist gunner.



THE BONNIE DONNIE, two missions later and *nose down* DISCHARGES her crew in a hurry after a belly landing made after flak over Cologne had damaged the landing gear. No explosion occurred and no one was hurt, although the steel Fortress hit the concrete runways at 105 miles an hour. Capt. Donald A. Currie, pilot, had jettisoned his ball turret prior to landing, a piece of caution which undoubtedly saved the plane from being broken in half at the point of contact.



THIS IS HOW the Bonnie Donnie looked after being set down on her belly. Rains and snow had mired the ground on adjacent turf so that a glide landing there would have been impossible. Crew members included 2nd Lt. Clayton A. Johnson, co-pilot; 2nd Lt. Morey B. Jeffery, navigator; 2nd Lt. Roy R. Winn, bombardier; T/Sgt. Cosimo A. Di Pierro, radio operator; Sgt. Earl C. Gipson, top turret; S/Sgt. Cecil L. Graf, ball turret; S/Sgt. Walter A. Surprise, tail gunner; S/Sgt. Marvel T. Severson, waist gunner; and S/Sgt. Joe R. Amber, waist gunner.



Capt. Currie receives the congratulations of Col. Bowman after the successful emergency landing. His Operations Officer, Lt. Col. William Garland, stands at the left.

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AUGSBURG . . . 25 *February* 1944

FEBRUARY MISSIONS

Date	No.	Target	Date	No.	Target
3 February 1944	19	Wilhelmshaven	20 February 1944	24	Leipzig
4 February 1944	20	Frankfurt	21 February 1944	25	Lippstadt
5 February 1944	21	Chateauroux	22 February 1944	26	Oschersleben
6 February 1944	22	Dijon-Caen	24 February 1944	27	Scheinfurt
11 February 1944	23	Frankfurt	25 February 1944	28	Augsburg

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We Hit "Big B"!

New York, N.Y.—London, England — Monday, March 6, 1944

First U.S. Bombs Dropped on Berlin; Air Force Hails Raiders of 'Big B'

Libs, B-26s Hit France In a Follow-Up of Epochal Blow

American bomber fleets abruptly switched their attack to the west ... after Saturday's daylight ... heart of Germany, ... felt

ONLY 7 BOMBERS LOST IN GREAT BERLIN RAID

Hundreds Flew Out: 1 Fighter Missing

HUNDREDS of American bombers streamed across Germany to Berlin yesterday unopposed by fighters. ... city was heavily bombed—at ... Americans of eight ... and a fighter.

And, for the first ti... of the city was among ... bombs rained down.

The Luftwaffe was ... fourth attack on Berlin ... the weather. A dense fo... of the German planes.

... bombers shuttled ... daylight yesterday to ... France, and to ... March has more to say ... bombers in five days. The ... Marauders went on twice, losing one plane.

Eighth Air Force Fortresses were grounded after their historic day's work on Saturday, which included the bombing of the Reich capital by the greatest ... several which carried out widespread attacks on targets in what officials ... described as "eastern Germany."

Bans Cologne Hit, Nazis Say

In official broadcasts Germany radio said that Reich capital ... among the targets ... which ... bombs fell ... ing ... attacks ... Fighters ... from the attacks ... English and ... Americans ... fighters ... lost ... enemy ...



Vol. 4 No. 109 — New York, N.Y.—London, England — Thursday, March 9, 1944

Heavies Rain 360,000 Bombs on Berlin

U.S. Bombs Strike a Berlin Factory District

Over 850 F...

Berlin Pasted 2nd Day in Row

3rd Big Raid in 4 Days Made in Dense Cloud; Only 7 Bombers Lost

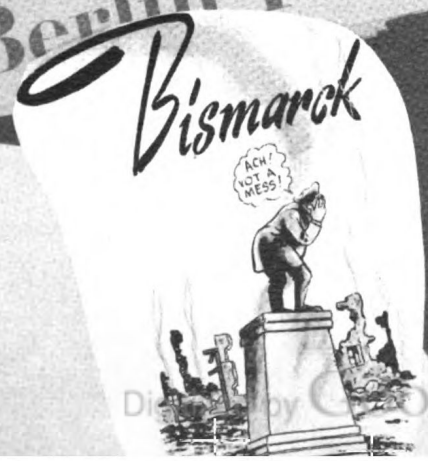
Luftwaffe Fails to Chal... Blow of Ma...

New York, N.Y.—London, England — Saturday, March 4, 1944

Berliners See First U.S. Planes

Fighters Sweep Over City; Hit Northwest Reic...

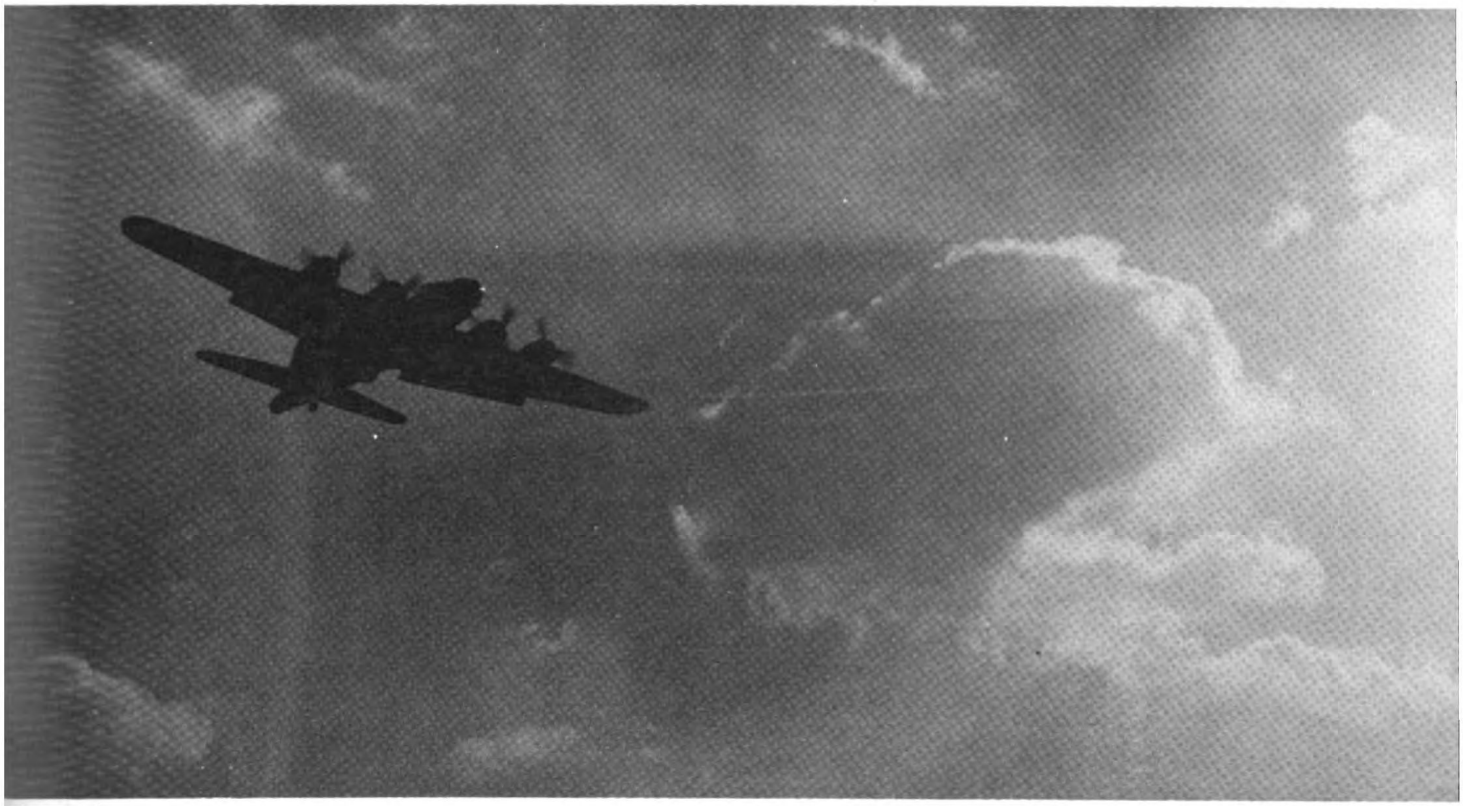
4 French Air... Pounded in ... Three by ...



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BERLIN . . . 6 *March* 1944



FIRST FORT RETURNS FROM FIRST RAID ON BERLIN



Lt. Frank Fraoli, navigator, describes an exciting moment in the recent mission to Berlin. Listening intently is Lt. Col. Jere Maupin, pilot.



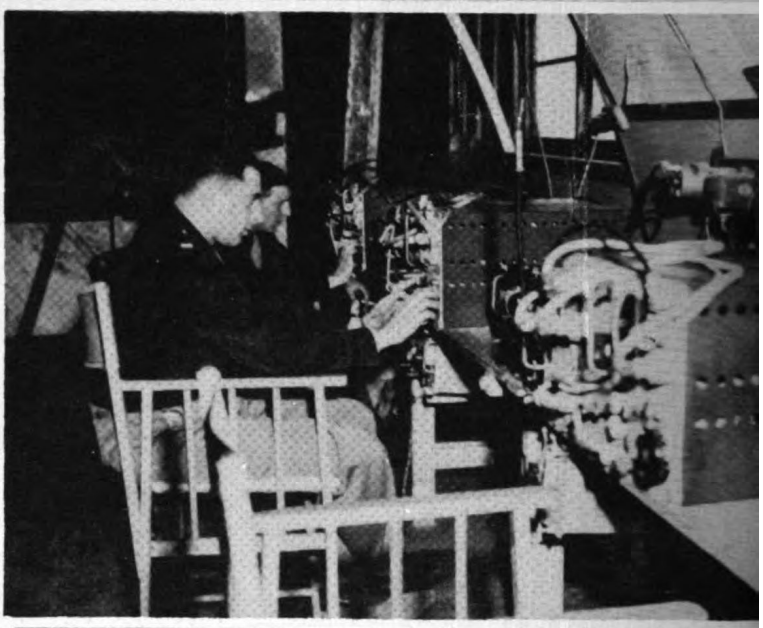
FIRST CREW TO RETURN pose with their plane "Fool's Luck". Ten tired, battle-strained young men, they are: (left to right) back row, T/Sgt. Jesse H. Lehr, radio operator; S/Sgt. Pete D. Henderson, waist gunner; 1st Lt. Donald M. Anderson, bombardier; Capt. Jere Maupin, co-pilot; 1st Lt. Robert J. Ramsey, tail gunner; front row, T/Sgt. John O. Farmer, ball turret gunner; S/Sgt. Burton A. Markle, waist gunner; T/Sgt. Foster E. Dewees, top turret gunner; and 2nd Lt. Frank P. Fraoli, navigator.

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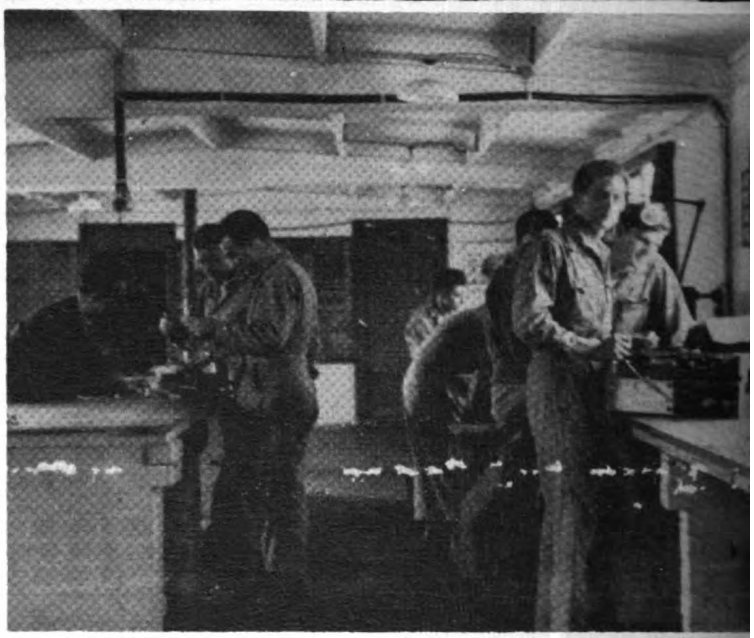
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401ST BOMB. GROUP













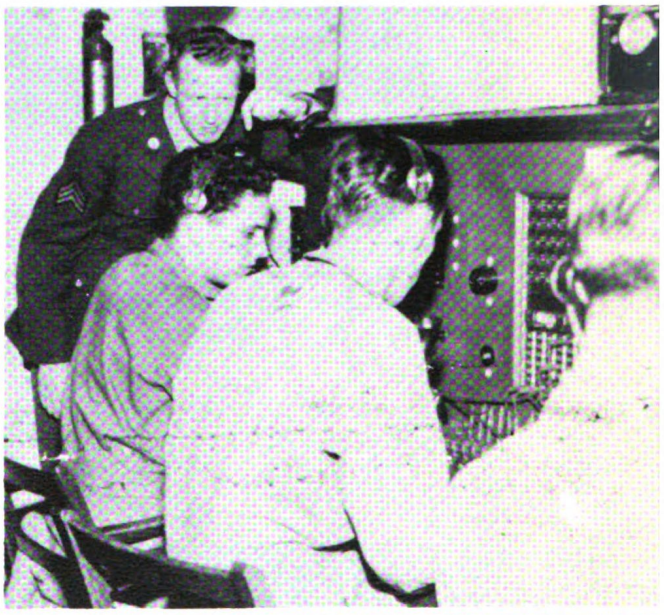
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MUNICATIONS SECTIONS













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READY WITH MORE BRUISES FOR BERLIN—A 1000-pound bomb, a belt of 50-caliber shells, and seven determined armorers. Left to right: Sgt. Floyd Harvey, Sgt. Herbert F. Lowes, Cpl. Edward F. Lemke, Pfc. Joseph R. McHugh, S/Sgt. James R. Moore, S/Sgt. Earl J. Morris and Sgt. Earl M. Bovsum.

MARCH MISSIONS

Date	No.	Target	Date	No.	Target
2 March 1944	29	Frankfurt	18 March 1944	38	Landesberg Am Lech
3 March 1944	30	Wilhelmshaven	19 March 1944	39	Watten
4 March 1944	31	Cologne	20 March 1944	40	Frankfurt
6 March 1944	32	Berlin-Templin	22 March 1944	41	Berlin
8 March 1944	33	Erkner	23 March 1944	42	Ahlen
9 March 1944	34	Berlin	24 March 1944	43	Schweinfurt
11 March 1944	35	Munster	26 March 1944	44	Watten
13 March 1944	36	Gorenflos	27 March 1944	45	Tours
16 March 1944	37	Augsburg	29 March 1944	46	Brunswick

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Captain William M. Rumsey and some of his crew. Reading left to right (top) they are, 1st Lt. Michael R. Walsh, navigator; Capt. William M. Rumsey, pilot; T/Sgt. Donald B. Roberts, top turret gunner; Lt. Col. White, co-pilot; (bottom row), 1st Lt. Harold S. Arnold, bombardier; T/Sgt. William W. Carter, radio operator; S/Sgt. Irving I. Lieberman, ball turret gunner; and S/Sgt. Ivan R. Lee, waist gunner.



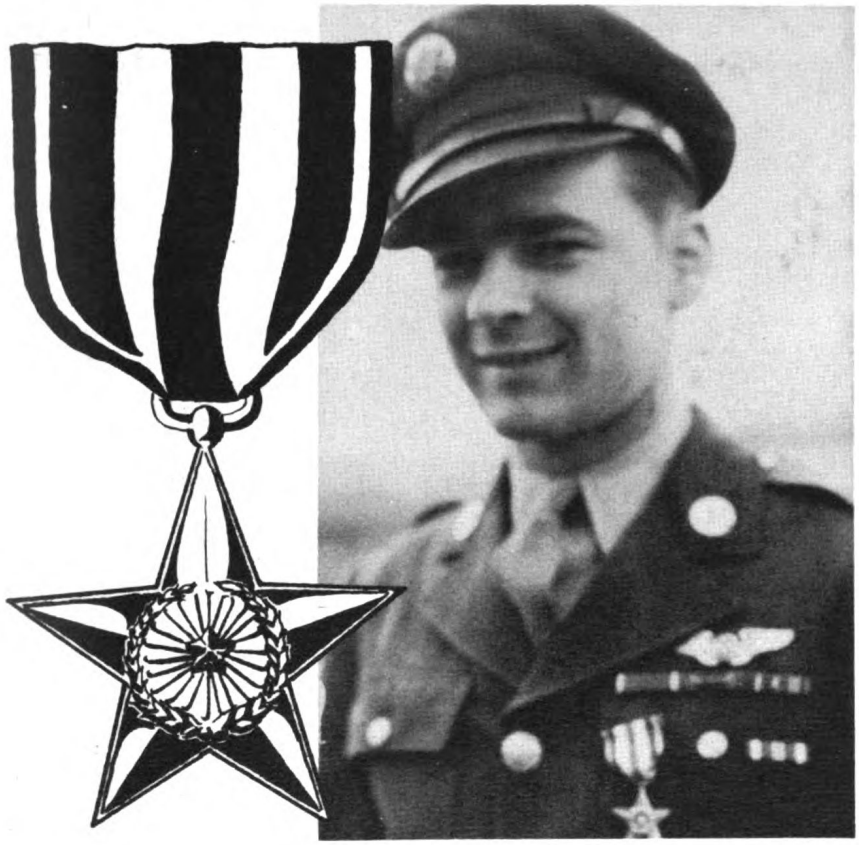
The flying fatigue of a long mission appears self-evident on the faces of these officers of a Fortress group as they prepare to leave for the Interrogation room. They are Capt. Walter E. Haberer, navigator; Capt. James F. Goodman, pilot; Lt. Donald M. Anderson, bombardier; and Major Donald G. McCree, co-pilot.



Lt. Carl C. Hinkle, a recent Group leader of a Fortress Group to Southern Germany, is shown talking over the day's operation with Lt. Col. Clayton A. Scott (sitting) and Col. Harold W. Bowman.

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"For Gallantry In Action-"



T. SGT. URMSON FIRST IN GROUP TO GET SILVER STAR

For gallantry in action while on a bombing mission over Germany January 29 (Frankfurt), T/Sgt. Thomas Urmson, a top turret gunner, was awarded the Silver Star. Wounded and knocked unconscious, he later revived, returned to his guns and fought off enemy attacks for an hour and a half. He destroyed one enemy aircraft and was instrumental in diverting several others.

T/Sgt. Urmson

S/Sgt. Edward J. Phillips, a tail gunner, was awarded the Silver Star for gallantry in action while on the bombing mission to Oschersleben February 22, 1944. Shortly after the bombing run, a bursting flak shell shattered a window in the tail turret, fragments of which severely wounded Sergeant Phillips. Recovering from the initial shock of the blast, he found his aircraft being viciously attacked by enemy fighters. In spite of wounds, Sergeant Phillips remained at his guns and continued to fight off the assaults. It was not until the pilot ordered him to leave his guns that he consented to receive first-aid treatment.



S/Sgt. Phillips

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Captain George Gould was awarded the Soldier's Medal for heroism displayed when a plane crashed and burst into flames with nine men aboard. Captain Gould, assisted by two other men, managed to drag seven of the occupants to safety.



T/Sgt. Nicholas D. Schoenberger is congratulated by his pilot, Lt. Donald E. Jones, after completing 30 bombing missions over Nazi-occupied Europe. T/Sgt. Schoenberger, a radio operator, was the first in the 401st Group to complete his tour.

Duffy's Tavern

The Royalton
44 West 44th St.
New York, N. Y.

Feb. 17, 1944

The Crew of "Duffy's Tavern"
Somewhere in England

Dear Guys:

I don't know how much kick you guys get out of listening to "Duffy's Tavern" on the radio, but believe me it is infitismal compared with the belt we got out of having the fortress named after us.

Right before we started writing this letter we were looking at your letter and Abe Burrows, who writes the program with me, and I were saying "This is a hell of a thing. It's things like this that really give you a belt out of the radio business."

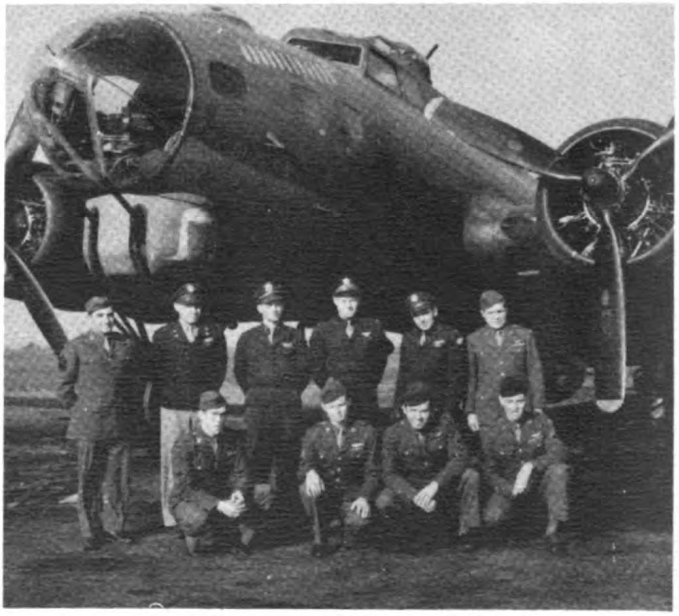
And believe me it is. To guys like us, having a fortress named after us is real glamor. We would much rather have the "Duffy's Tavern" label on a Flying Fortress than we would have it tatooed on Veronica Lake's left bazoom.

Anyways, fellows, good luck to you, and rest assured that Duffy and me and the gang will be burning the candle for you.

All our love
Ed Gardner
Edw. F. Gardner

EFG:eh

Archie



"DUFFY'S TAVERN" AND CREW

. . . . . for more about "Duffy's Tavern" turn page

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14 April '44

TO:
Edw. F. Gardner (Duffy's Tavern)
The Royalton
44 West 44th Street,
New York City

Hello Duffy—

Archie speaking. I got some bad news for you, Duff. Me and the boys was on a bombing mission to Germany the other A.M. and, naturally, we flies our favorite B-17, "Duffy's Tavern",—the Flying Fortress the krautheads just can't find a shell big enough to knock down.

Well, Duffy, leave us face the facts. Them bums musta had Carl Hubbell shucking for them, because the first thing we know we're over Hannover, Germany, and some character down on the ground is throwing flak up at us faster than you can say: "Miss Duffy, take a powder."

Things is coming thick and fast. I figure they can't *do* this to the "Tavern", but every time I take a look-see there's another flak hole in the joint. The fuselage starts showing daylight where daylight ain't supposed to show, and there's enough Nazi lead lying on the floor of the plane to build another tier at Ebbetts Field.

I'm practically convicted this flying game ain't safe when I happen to look over to my left and I notice my No. 3 engine is conspishus by its absence.

That ain't good, Duff. When those heinies take to shooting engines away you know it ain't marshmallows they're firing up at you.

"Duffy's Tavern" is by this time looking like the target in a dart game, and she's starting to wabble like a Giant pitcher in the late innings.

It's dubitous whether we can make it home or not, but we ain't anxious to let those Jerries know they got "Duffy's" number, so back we come. Besides, we're liable to get a trifle bruised if we remain in the visinnity.

The trip back was like a ride on a Coney Island greyhound. Now I know how the little guy feels in an ackrobatic act. We was tossed and knocked around a little bit more than a lot.

As a parting shot the soreheads fired another burst, and my bombardier, Lt. Johnny Brown, yells, "Don't look now, Archia, but our landing gear is hanging by a w.k. thread." That's Brownie, always the mountainbank.

Well, Duff, leave us not go into the gruesly details. Oil was spouting from our two bum engines like Ruppert's at your joint after a Sunday doubleheader. But me and the boys finely made it.

We didn't know whether the landing gear would support us when we hit the runway, but the steel in it must have been excavated from some Giant fan's head because we didn't crash. We were sweating, though, Duff.

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Some character took a picture of me standing beside the plane, and that sour puss you see is Yours Truly after I saw what they done to our pride and joy. That's a flak hole over my head. The other picture shows what happened to our No. 3 engine. That's Sgt. E. C. Gehrung, one of our ground crew, looking at the wreckage.

Don't take this too hardly, Duff ol' boy, because I am informed on reliabel authority that there's another shiny Fortress on the way on which my c.o. is going to have painted in even bigger letters, the name "Duffy's Tavern."

ARCHIE

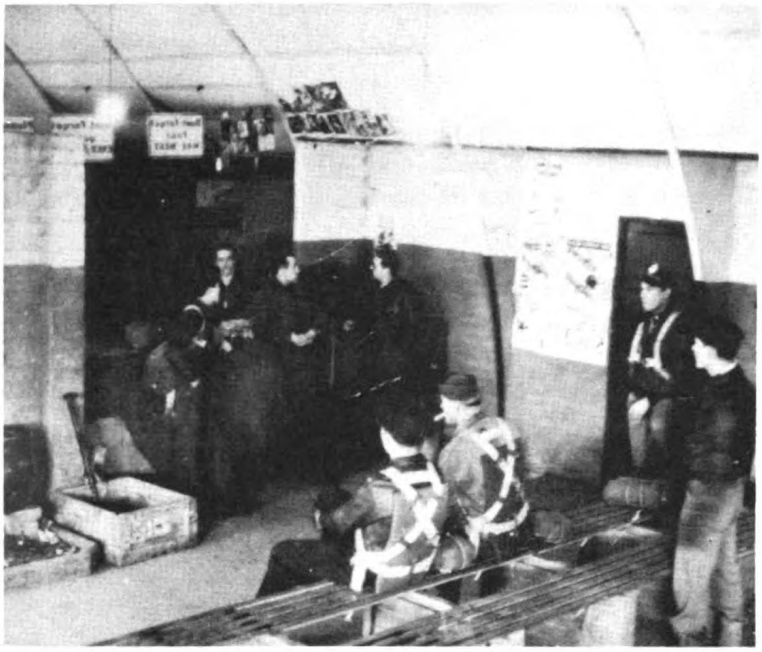




"Archie" was 1st Lt. James R. Locher, Jr., pilot who nursed "Duffy's Tavern" back to England after a burst of flak over Hannover which almost tore off the prop of the No. 3 engine, ripped off the cowling and threw it against the No. 4 engine. In addition, the horizontal stabilizers were knocked awry and holes were torn in the side of the plane. A second burst of flak hit the belly of the Fort, forcing the landing gear down. Finally arriving back at home base, the worst was not yet over. The slow pace at which the plane was traveling threatened to make her "stall out" as she came in for a landing and the damaged landing gear presented the problem of whether the "Tavern" would pancake in the landing. Lt. Locher guided the ship into the runway, and as pieces of the struts fell onto the runway, he brought her to a safe stop. He cut the switches dead, and as he did so, the No. 3 prop dropped to the concrete. The plane was covered from nose to tail with a thick coating of oil from the spouting engines. As the props started to subside, his horizontal stabilizer joined the No. 3 prop on the concrete.

The crew in addition to Locher, were: 2nd Lt. Don C. Pruitt, co-pilot; 1st Lt. Fred D. Duquette, navigator; 1st Lt. John F. Brown, navigator; T/Sgt. Otho H. Brady, radio operator; T/Sgt. George L. Kennedy, top turret gunner; S/Sgt. Frank G. Dewitt, ball turret gunner; S/Sgt. Clark G. Merrill, tail gunner; S/Sgt. John C. Klimen and S/Sgt. Harold H. Domm waist gunner.

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CREW MEMBERS CHECKING OUT EQUIPMENT

Equipment Room



SGT. CHARLES R. WARBLE helps Lt. John Evans, navigator, don his parachute, flak suit, Mae West, etc.

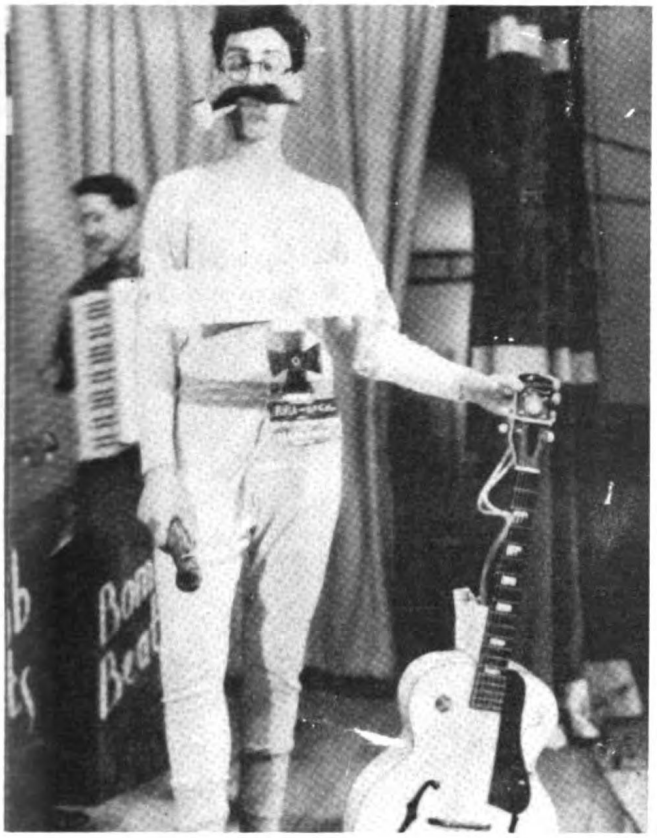


CPL. Wm. J. BARLOW stores flak suits in the fliers individual bins.



CPL. FRED W. GRESCHENZ hangs electrically-heated flying suits on the racks to dry in the locker room.

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CPL. CHARLIE CALLACI



LT. FRANK FRAOLI
Pianist and Navigator

Entertainment for Hospital Patients

1 *April* 1944



THE BOMB BEATS

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SNODGRASS, famous dummy who toured the Spam circuit, is shown in distinguished company: Col. Jules K. Lacey, Wing Commander; Major General Robert B. Williams, First Bomb. Division; Snodgrass; and Col. Harold W. Bowman, Group Commander. Occasion was anniversary party marking of first year for the 401st Bombardment Group.

First Anniversary Party





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MARIENBURG MISSION . . . 9 *April* 1944

APRIL MISSIONS

Date	No.	Target	Date	No.	Target
9 April 1944	47	Marienburg	22 April 1944	54	Hamm
10 April 1944	48	Brussels	24 April 1944	55	Erding
11 April 1944	49	Politz	25 April 1944	56	Nancy/Essey
13 April 1944	50	Schweinfurt	26 April 1944	57	Brunswick
18 April 1944	51	Wittenberg	27 April 1944	58	Le Grismont
19 April 1944	52	Kassel	27 April 1944	59	Nancy/Essey
20 April 1944	53	Bois/Coquerel	29 April 1944	60	Berlin
			30 April 1944	61	Lyon/Bron

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MAJOR GENERAL ROBERT WILLIAMS, Commanding Officer, First Air Division, pins the Silver Star on Col. Harold W. Bowman who led an eminently successful mission to Leipzig and despite heavy flak, enemy fighter opposition and a damaged aircraft, led his B-17's over the assigned objective with excellent bombing results.



LT. STIMSON AND CREW

Back from the 12-hour haul to Marienburg, 1st Lt. Boudinot Stimson, nephew of the (former) Secretary of War, poses with his crew. They are (front row) left to right, 1st Lt. Jack L. Pfaffman, bombardier; 1st Lt. Stimson; 1st Lt. John E. O'Neal, Jr., navigator; 2nd Lt. Robert H. Timberlake, co-pilot; (back row), S/Sgt. Alfred Lesage, tail gunner; Cpl. Andrew L. Allen, waist gunner; Cpl. Paul J. Amos, waist gunner; T/Sgt. Karl E. Kukurin, top turret gunner; S/Sgt. Paul S. Melia, ball turret gunner; and T/Sgt. Carmon L. Mancuso, radio operator. Note—This crew was shot down four days later on a mission to Schweinfurt.

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612TH OFFICERS



614TH OFFICERS

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401ST STAFF



MORE D. F. C.'s



S/SGT. FRANK J. SCICCHTANO
. . . for extraordinary achievement, 20 missions



COL. W. T. SEAWELL
. . . for Oschersleben Mission

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NANCY . . . 25 April 1944





"FANCY NANCY" BACK FROM NANCY

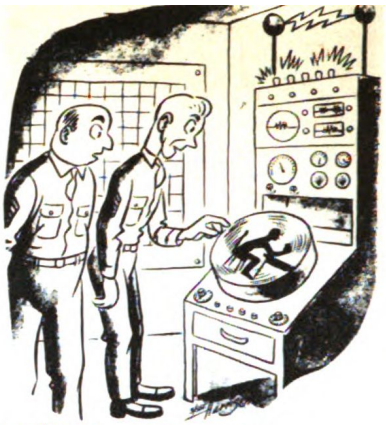
Left to right are 1st Lt. Alexander Stokes, co-pilot; 1st Lt. Eugene F. Lott, bombardier; 1st Lt. Donald Verne McCallum, intelligence observer; and Capt. Scribner Dailey, pilot.



ARMAMENT INSPECTOR was T/Sgt. Steward F. Hall (right in photo), shown with Warrant Officer Henry P. Vanderhoef, assistant Group engineering Officer. T/Sgt. Hall's job, which he called "glorified trouble shooting" consisted of inspecting turrets and guns.

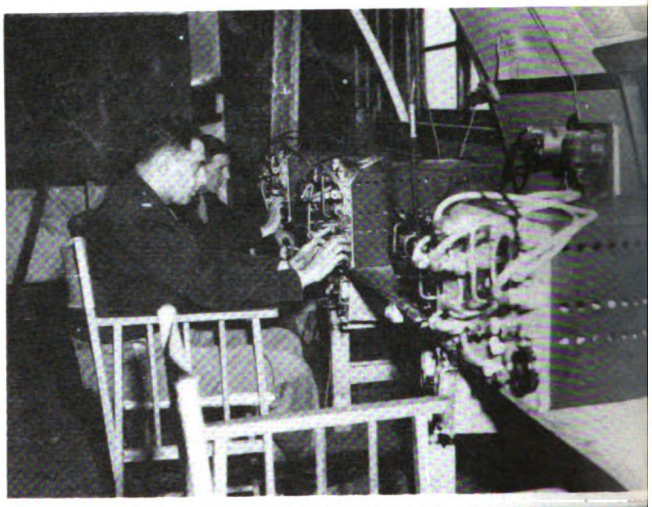
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THERE'S JONES ... GOOFING OFF AT THE P.X. AGAIN!













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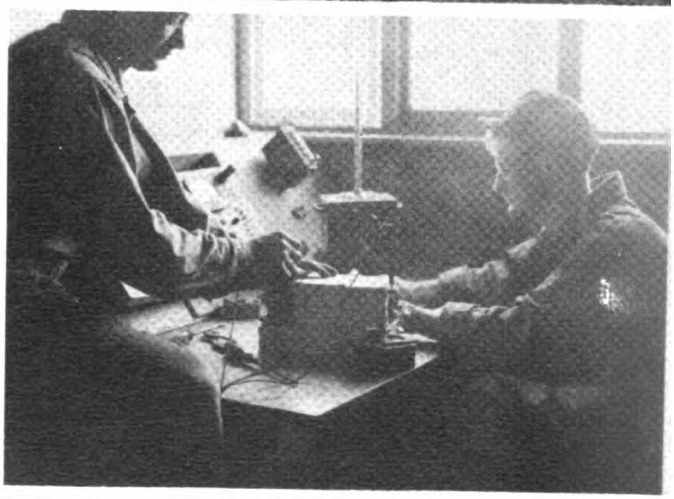
Group Radar Shop















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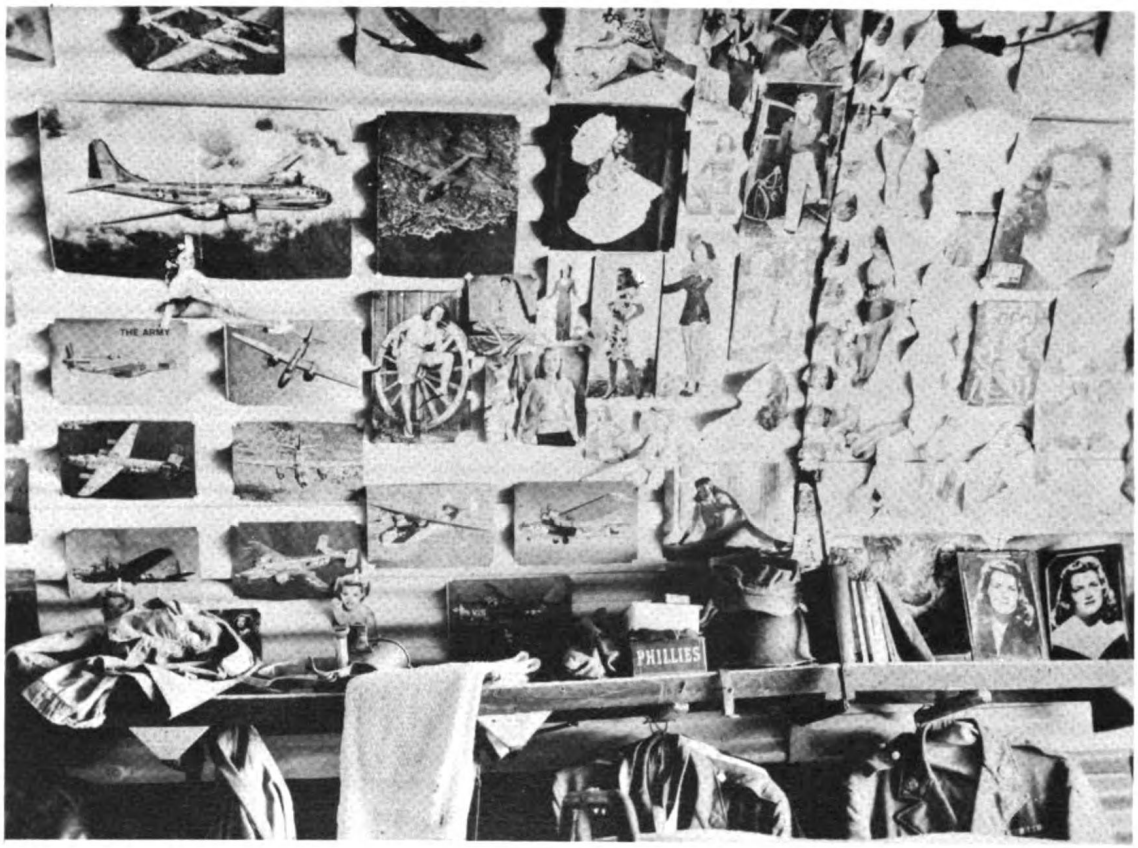
Cpl. C. A. Richardson examines a hole made by German flak on a mission over France.



LYON . . . 30 *April* 1944

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NISSEN HUT "ART" GALLERIES

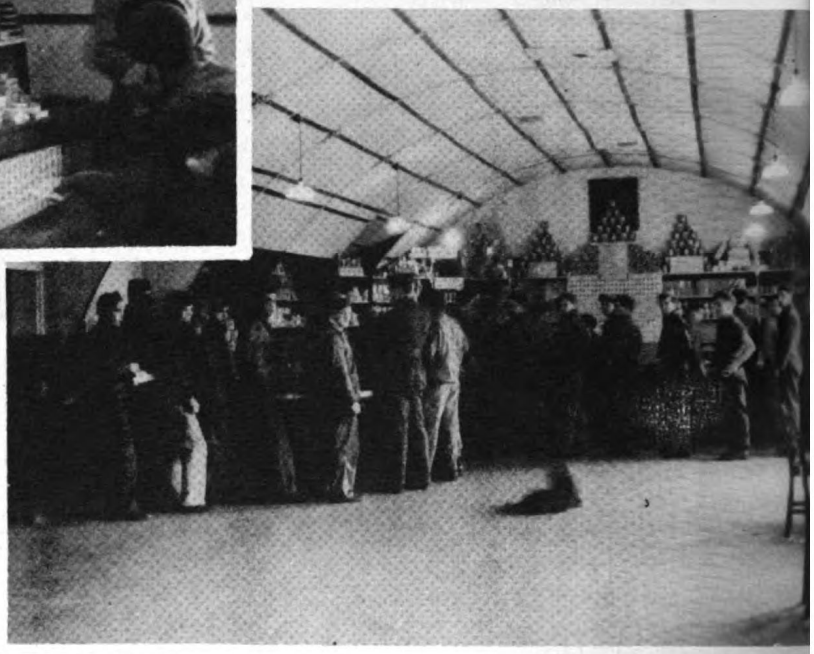




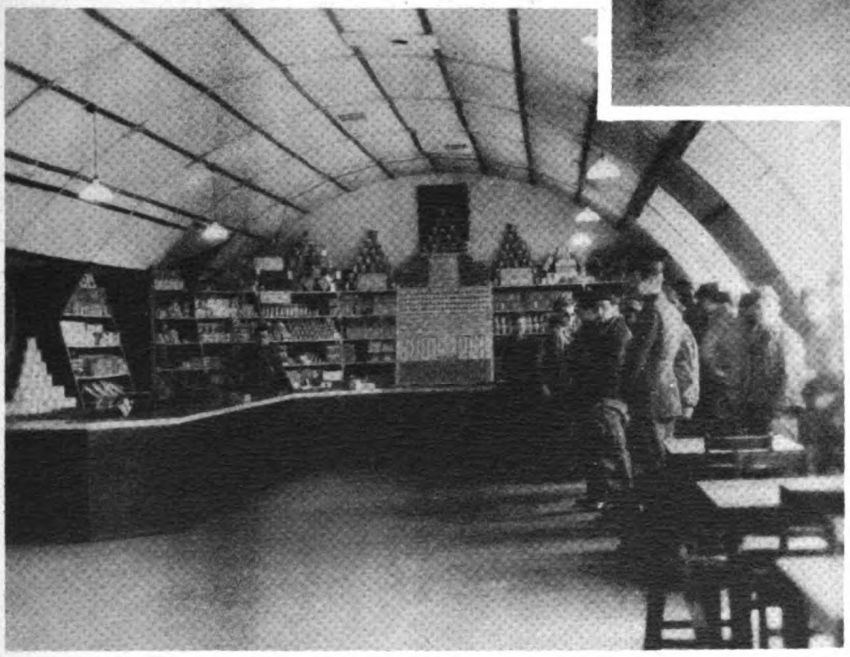
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Our P.X





Looked Like a Big Store



Everything Out Where You Could Find It

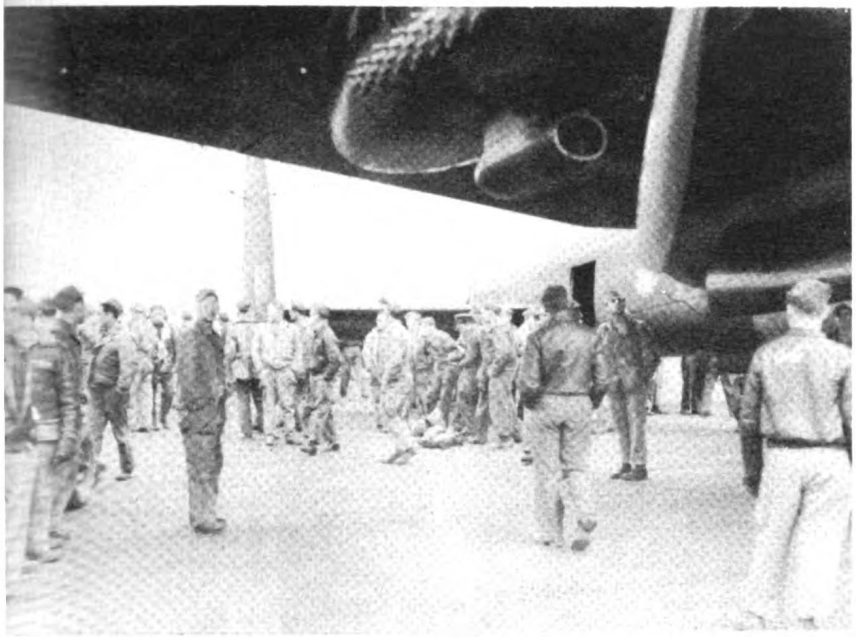


Capt. Irish of the QM Department Was in Charge

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AN RAF LANCASTER PAYS US A VISIT





USAAF soldiers enjoyed opportunity of inspecting the Lank.



Flight Lieutenant Richard Jennings, Flight Lieutenant R. C. Chopping, Major Edwin Brown and Lt. Col. B. K. Voorhees examine the Lancaster which Chopping flew to the 401st Base.

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401st Leaves Some More Calling Cards

BERLIN . . . . . 7 *and* 8 *May* 1944



1ST LT. STANLEY CHMURA



T/SGT. C. H. BROWN AND
LT. R. A. HOYT



LT. D. C. KNIGHT



LT. D. H. MCKINNON



(LEFT) LT. F. M. TAYLOR

. . . he had to hedgehop back at 50-150 feet, but he made it

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LUXEMBOURG . . . 9 *May* 1944



THIS IS A PERFECT ILLUSTRATION OF THE WAY USAAF FLYING FORTRESSES USED PRECISION BOMBING TO KNOCK OUT RAILWAY TRANSPORTATION IN GERMAN-OCCUPIED EUROPE. ABOVE, THE RAILROAD ROUNDHOUSE AND MARSHALLING YARDS SOUTH OF LUXEMBOURG HAVE JUST BEEN STRUCK BY OUR BOMBS. NOTE THE CLOSE PATTERN AND DEAD-CENTER ACCURACY OF THE BURSTS. A TINY PORTION OF THE ROUNDHOUSE IS STILL VISIBLE, PROVIDING A CLUE TO THE PINPOINT ACCURACY OF OUR FIRST STRIKES. EVEN A CHILD COULD SEE FROM THE ABOVE PHOTOGRAPHIC EVIDENCE THAT RAILWAY TRANSPORTATION IN THIS AREA WILL BE CRIPPLED FOR SOME TIME TO COME.

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"FLAK SO THICK YOU COULD WALK ON IT"' report these fliers after Leipzig mission. They are 1st Lt. Charles W. Keeling, pilot; 1st Lt. *Donald* F. Frazier, co-pilot; 1st Lt. Irving Woliver, navigator; and 1st Lt. John H. Jardine, bombardier.



THEY BOMBED VILLACOUBLAY AIRDROME: Capt. James Goodman, pilot; Capt. Horace Wood, navigator; 1st Lt. Roy R. Winn, bombardier; and Lt. Col. Allison C. Brooks, air commander.

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This man, a pilot, was hit in the leg by a piece of flak over Kiel. He was given first aid treatment by crew mates, and the "medics" took over as soon as the plane landed.

SOMETIMES THE GOING WAS ROUGH . . .



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FITCH'S BANDWAGON





LT. FITCHETT AND CREW

'BANDWAGON' CREW:

Pilot, 1st Lt. Lawrence E. Fitchett
Co-pilot, 2nd Lt. Bruce M. Campbell
Navigator, 1st Lt. W. Pfeiffer
Bombardier, 1st Lt. Luis T. Sanchez
Radio Operator, S/Sgt. Max H. Bergener
Top turret gunner, S/Sgt. Bert Parslee
Ball turret gunner, S/Sgt. Louis M. Sassi
Tail gunner, S/Sgt. Robert V. Kerr
Flexible gunner, S/Sgt. Ralph A. Hannaburg
Flexible gunner, S/Sgt. Harold J. Kelsen

Plane's record, as of May 31, 1944:
Seventeen heavy bombardment missions to enemy-occupied Europe with not a turn-back due to mechanical difficulties.

The F.W. Fitch Company
MANUFACTURING PERFUMERS AND CHEMISTS

Des Moines 6
Iowa
May 15, 1944

Lt. L. W. Pfeiffer
O-810973
613th Sq. 401st Bomb. Grp.
APO 557, c/o Postmaster
New York, N. Y.

Dear Lt. Pfeiffer:

About ten days ago Mr. Miller, who is in charge of our printing department here, told us that a friend of his, who is in England, had written and said there was a bomber in Europe named after the Fitch radio program, but he did not say just what the name was. Naturally, we assumed that someone, or perhaps a bomber crew, had named the bomber "The Fitch Bandwagon" and your letter of May 7, written 'Somewhere in England' confirms our assumption.

We were mighty pleased to have your letter with the photographs and also to have the names of the boys on the bomber. The pictures are very good and you may be assured that they will be placed in our permanent files.

We certainly would like to send each of you a package, but inasmuch as we are not permitted to mail packages overseas without a request from the boys, we are unable to do this. If you boys will write a letter and tell us what you would like to have in our line of products such as Shampoo, Shaving Cream (either brush or no-brush), Tonic or any item in our line, we will be only too happy to send you a package.

I might say that in an earlier day in England there was a Fitchette family, also a Fitchie family. From those names the descendants took the name of Fitch and some even took the name of Finch. The inventor of the first steamboat was Capt. John Fitch, who descended from the same family. My father, also a descendant, was Dr. Lucius Henry Carey Fitch. He was born in Hartford, Connecticut in 1808.

over for Victory

Thanks for your letter and the pictures, Lt. Pfeiffer. Believe me, we are all pulling for all of you boys and our entire organization is back of everyone of you.

With kindest personal regards to you and the entire crew.

Sincerely

THE F. W. FITCH COMPANY

F. W. Fitch

FWF:EJP

Chairman of the Board of Directors

P.S.: By the way, the stamp on the back of the pictures reads: "Approved Security Office, OSRD, Not For Publication." While we realize we cannot use these in any of our publications or advertising, the thought occurred to me that there is probably a log kept of the "Fitch Bandwagon" over Europe and anytime during the war that you can send us news about the Fitch Bandwagon, we will certainly appreciate it. This may not be possible, but for Post War planning, if there is such a log being kept, and I hope there is one, we would like very much to have it.

Write to me, Lt. Pfeiffer. I would like to hear further from you in this regard.

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MERSEBURG . . . 12 *May* 1944



M/Sgt. Older

With a dead tail-gunner and a wounded navigator aboard after the Merseburg mission, M/Sgt. Harold K. Older saved the day for the rest of the crew.

Back over England the pilot, 1st Lt. James C. Sharp, thought he would have to land by automatic pilot, since the rudder controls had been damaged.

But M/Sgt. Older, an army man since 1936 and experienced in mechanical matters, told the pilot to keep circling. Taking an ordinary ammunition belt he made a makeshift cable and succeeded in joining the shot-up cables. Then, with the fuel at a dangerously low level, the plane came in for a perfect landing.

May MISSIONS 1944

Date	No.	Target
1 May 1944	62	Siracourt
4 May 1944	63	Bergen/Alkmaar
7 May 1944	64	Berlin
8 May 1944	65	Berlin
9 May 1944	66	Luxembourg
11 May 1944	67	Konz Karthaus
12 May. 1944	68	Merseburg
13 May 1944	69	Stettin
19 May 1944	70	Kiel
20 May 1944	71	Villacoublay
22 May 1944	72	Kiel
23 May 1944	73	Bayon
24 May 1944	74	Berlin
25 May 1944	75	Fecamp/Metz
27 May 1944	76	Ludwigshaven
28 May 1944	77	Dessau
29 May 1944	78	Sorau
30 May 1944	79	Oschersleben
31 May 1944	80	Luxeuil

DESSAU . . . 28 *May* 1944



S/Sgt. Hamilton

S/Sgt. James R. Hamilton, who was awarded the Silver Star for setting a B-17 record for enemy fighters downed in the January Oschersleben mission says "Dessau was worse . . . ME-210's swarmed all over us. All you could do was fire at the pack and hope for the best. They attacked for over an hour."

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CAPT. KUENNING AND CAPT. CAUSEY

EIGHTEEN MISSIONS TOGETHER—

Like ballads and Bing, baseball and the Babe, billiards and Brunswick-Balke, ballets and Baranova, and brandy and Benedictine, these two B-17 fliers go together.

Major Arnold Kuenning (left), bombardier, and Capt. Rufus F. Causey, navigator, are shown after completing eighteen missions to German-occupied territory. Inseparable on the ground and in the air, they typify the spirit of teamwork mainly responsible for the destruction of the Jerries.



LT. DUQUETTE

"For extraordinary achievement . . . on twenty-five bombardment missions over enemy occupied Europe . . . another Oak Leaf cluster for Lt. F. D. Duquette." His air medal was awarded for his outstanding performance on a mission over Germany April 18, 1944, and this was the fourth cluster.



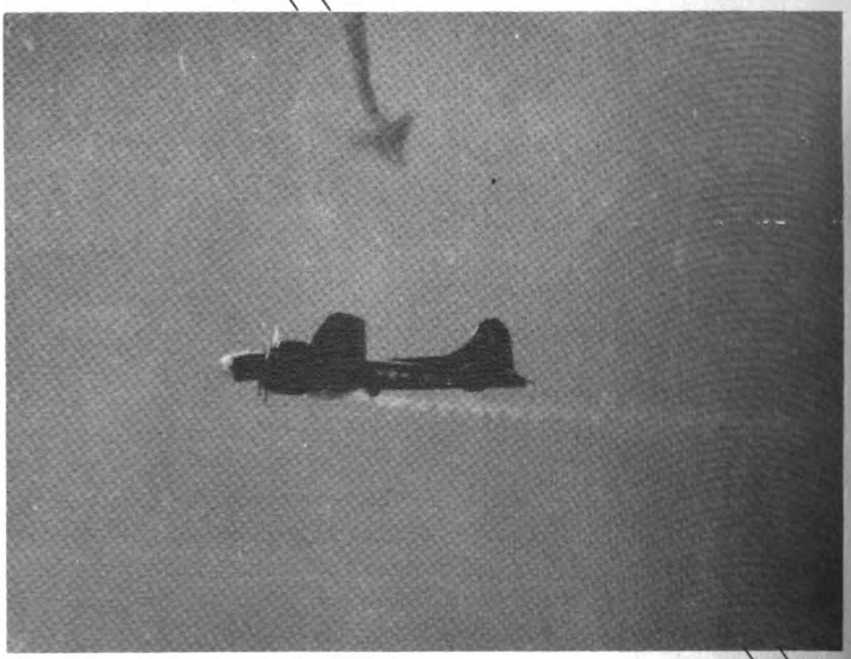
S/SGT. SEATON

Handling his guns tenderly, for they may mean the difference between life and death, is S/Sgt. Clarence H. Seaton, gunner and togglier. Photo was made after his return from the mission which battered Le Bourget airdrome, June 14, 1944.

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LT. SHAW AND CREW



With the No. 3 and No. 4 engines smoking badly, Lt. Shaw's Fort leaves formation after bombing mission over Politz.

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June MISSIONS 1944

Date	No.	Target
2 June 1944	81	Equihen
3 June 1944	82	Neufchatel
4 June 1944	83	Massey/Palaiseau
6 June 1944	84	Ver-Sur-Mer/Mont-Fleury
6 June 1944	85	Caen
7 June 1944	86	Falaise
10 June 1944	87	Gael
11 June 1944	88	Bernay/St. Martin
12 June 1944	89	Vitry-En-Artois
14 June 1944	90	Le Bourget
17 June 1944	91	Monchy/Breton
18 June 1944	92	Hamburg
19 June 1944	93	Bordeaux/Merignac
20 June 1944	94	Hamburg
20 June 1944	95	Hazebrouck
21 June 1944	96	Berlin
22 June 1944	97	Frevent
23 June 1944	98	Fienvillers
24 June 1944	99	Belloy-Sur-Somme-Bachimont
25 June 1944	100	Montbartier
28 June 1944	101	Laon/Couvron

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PARTY HONORS FIGHTER PILOT



GEN. KUTER, GEN. WILLIAMS, COL. BOWMAN



(RIGHT) GEN. WILLIAMS,
LT. SPENCER
GEN. KUTER AND
COL. BOWMAN

(BELOW) LT. SPENCER



How would you treat a guy who's risked his own neck to save your life and that of many of your buddies?

These photos show how the 401's paid tribute to a young second lieutenant, green in the ETO and green in combat, who single-handedly shot down four German fighters, queuing up to attack the Group's formation on its return from a mission to Sorau, Germany May 29th. He is Lt. Dale Spencer, Mustang pilot extraordinary.

Among his eager audience were Major Generals Laurence S. Kuter and Robert B. Williams.

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GEN. KUTER



"PONCHO"



COL. BOWMAN, LT. SPENCER



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Daily Newspaper of U.S. Armed Forces

New York, N.Y.—London, England

Vol. 4 No. 185

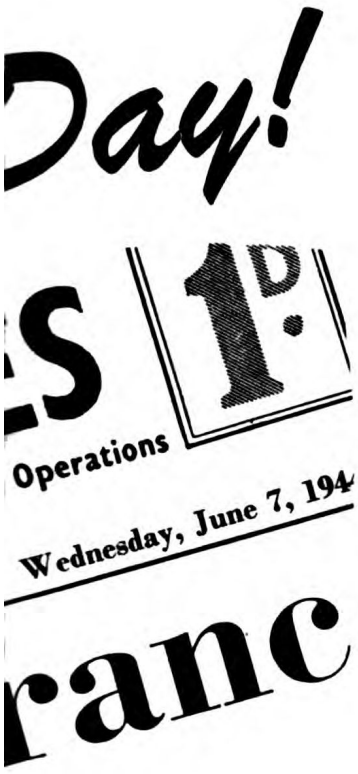
Allies Driving Into



CAPT. BILL RIEGLER, *Pilot*
LT. COL. A. C. BROOKS, *Commander*

LEAD CREW, D-DAY

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This is the way *IT* happened at a Fortress base in England:

The men filed into the Briefing Room around midnight. They were a noisy crowd. It was the announcement over the public-address a few hours earlier that was responsible for the tingle of excitement that ran through the group as they came bustling through the one big doorway. Each man had heard it: "All military personnel on the field—All military personnel on the field. You will immediately don gas mask and tin helmet. You will carry a weapon with you at all times. That is all."

This had set the rumors flying. Cliches like "This is it!", "This is the Big Show!", etc., filled the night. Cynics, slightly fed up with the months-on-end false alarms, the reams of copy in London papers about a D-Day that never seemed to come off, and the dry runs that had been made repeatedly in the past few weeks, scoffed at the wild talk. "This is another one of them Pas de Calais jobs," said one G.I., a waist gunner, whose disgust was caused by the fact that a half-hour earlier he had been back in his Nissen hut sawing wood.

Outside an almost full moon was playing tricks with the English countryside. Darting through fleecy cloud formations, it flooded the fields and farmlands with a light that rivaled the day's. Then, without warning, it dipped into the clouds and the whole scene was covered over so that even the silvered Fortresss on the runways were only black globs in the gloom.

There were more fliers in the Briefing Room that night than had ever been there before. This made the fight for seats a merry one. Not all of the men were able to find a place on the benches, and they choked the aisles. Some of them sat on the hard concrete floors, and the rest lazed against the walls, brushing against the Intelligence posters which practically shouted: "Know How To Tell A Friendly Plane From A Foe!" or "A Slip Of The Lip Sinks Ships!"

Most of them strained, trying to pierce the canvas sheet that covered the big target map in the front of the room. Behind the canvas was the story. The buzzing increased with the speculation until it finally became necessary to shout to make yourself heard in the din.

Then someone shouted: "Ateen-shun!" and the noise subsided. The men were all on their feet. The C.O. came through the door and gave the order: "Rest." As they returned to their seats he walked slowly to the front of the room.

He exchanged pleasantries with the squadron commanders who filled the canvas chairs in the front row. Then he gave the sign, the canvas sheet was rolled up, and there in full view of everyone was the map, the routes to and from the target marked off with colored tape.

A sound of disappointment and delight was the mixed reaction from the audience. Some were sure it was "another of them Pas De Calais jobs" and some were equally sure that it was the Invasion. None of them *knew*.

The C.O., Col. Harold W. Bowman, a flier himself, knew how it was with things like that. He smiled a little and waited for the noise to die down. Then he raised his hand and all was quiet.

He spoke in a quiet, gentle tone of voice. There was none of the "Stiff upper lip" or football dressing-room bathes in his tone as he talked. He knew that the facts were dramatic in themselves and he worked on that premise.

"Gentlemen," he said, "remember the date—June 6th, 1944. Remember it, because years from now your grandchildren will probably be asking you all about it." The full impact of his words had not yet reached the men, and he added: "This is D-Day."

It was all so simple as that.

Instantly the quiet of the room was shattered with the sound of men awakening to a realization that the Day of Days was at hand. They yelled like wild men, they laughed and they roared. They sprang to their feet as of one huge body, and they pummelled one another as they yelled, and laughed, and roared.

The Colonel began talking again. He told them things they knew about—how they had trained themselves for this moment, how their folks at home were banking on them and how history would be made and a world saved if they did their jobs. He refused to cheapen the moment with melodrama or flag waving, and then, after wishing them luck, he sat down.

An operations officer arose and called the roll of pilots. As each name was called, the pilot answered "Here." Down through the roster he went: "Toussaint" — "Dailey" — "Wells" — "Campbell" — "Ochsenhirt" — "Fox" — "Lipka" — "Gillespie" — the list sounded like a League of Nations. Finally the end was reached. All were present.

The Intelligence officer then ran through the target information for them. He told them where they could expect to get flak, where they would be likely to encounter enemy fighters, the distinctive markings to be used on friendly fighter planes and ships, and the methods they would use to avoid capture if downed, etc.

Next came the weather man, "Stormy," as the boys called him. He had all the dope figured out for them and he provided them with right-off-the-griddle news on where the elements were liable to play them tricks and where they might expect something resembling CAVU.

The men were restless now. They were anxious to get going. Outside the roar of the planes' engines could be heard warming up on the runways. In rapid succession came a "time tick" from the head navigator by which all set their wrist watches and chronometers. Following this came some advice from the communications officer about which of *the* radio channels to use, coupled with a warning for all to observe radio silence wherever possible.

The last to be heard from was the air commander who was flying in the lead ship. A little fellow, he looked like a Rockne quarterback as he stood there giving them their final instructions. He had a '45 strapped to a shoulder holster and he barked his orders out to them in staccato fashion. His was the responsibility once they were airborne and he didn't intend for anyone to let down. With a final word of warning to the pilots about flying a tight formation he dismissed them.

They hurried toward the one exit. Shakespeare's words, "If 'twere done, then 'twere well, 'twere done quickly", were never truer. A few of the ground officers were waiting out in the corridor, and as the men filed past, individuals were slapped on the back or shaken by the hand.

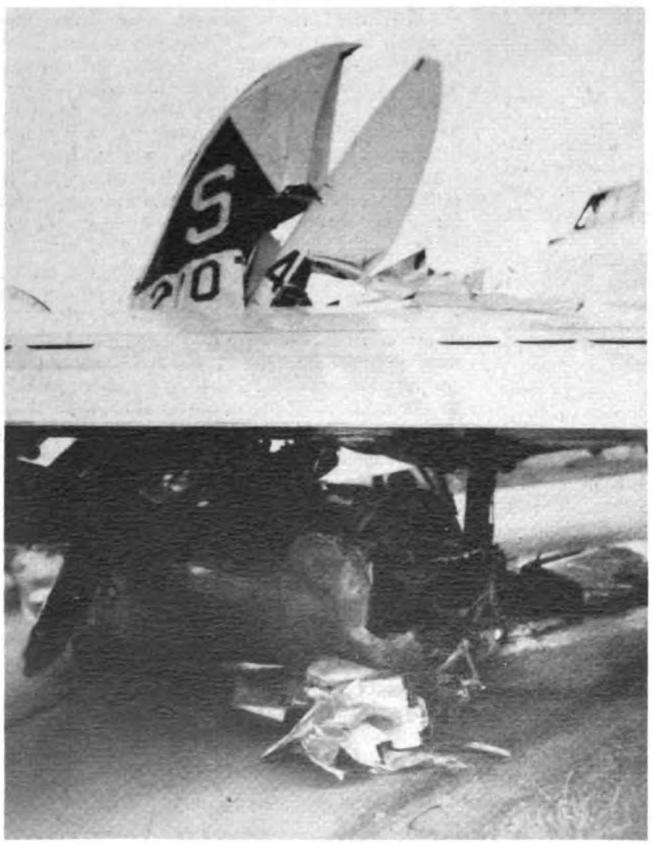
Outside the moon was still darting in and out of the clouds. Overhead, glider planes were being towed to their long awaited rendezvous. As far as the eye could see they stretched in clusters across the skies. The Flying Forts were surrounded by mechanics and maintenance men tuning up the motors and making last minute adjustments. The flying crews reached the planes and the opening flare from the Central Tower was awaited which would start the Forts rolling down the runways toward Festung Europe.

That was the way *IT* happened at one Fortress base.

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OFFICERS' MESS STAFF





PERIMETER TAXI CRASH

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401st COMMANDING OFFICER LEADS 1500 HEAVY BOMBERS ON MISSION OVER LE BOURGET

The privilege of leading the greatest force of heavy bombers ever assembled in one unit in the history of aerial warfare was that of Col. Harold W. Bowman, Commanding Officer of the 401st Bombardment Group.

The mission was performed a few days after "D-Day" and the target was world-famous Le Bourget airdrome at Paris, up until the day of the mission used as a fighter and bomber base by the German Air Force.

"It simply was a story of good navigation," Col. Bowman said. "We clicked right to the initial point using deac reckoning and pilotage. On the run in, visibility was bad, but my bombardier found the target and we smacked the hell out of it."

The Colonel admits he was pleased to have the honor of leading this record-breaking number of bombers, but he is more pleased with the bombing results, which officially are scored as "excellent."

It was the first visual bombing of Col. Bowman's force since D-Day and en route to the target crewsmen craned their necks to see what they could of the French Invasion coast. Activity was intense, smoke could be seen coming from Bayeaux and Caen.

Pilot of Col. Bowman's aircraft was Capt. James F. Goodman; Major Julius Pickoff was bombardier; Captain James F. Egan and Capt. Walter E. Haberer, navigators.



CAPT. HABERER, MAJ. PICKOFF, COL. BOWMAN

The "OK" sign is given by Col. Harold W. Bowman, right, on the biggest mission yet flown by the Eighth Air Force over occupied Europe, to his bombardier, Major Julius Pickoff, and his navigator, Capt. Walter E. Haberer, on their return to home base.



Captain Jim Goodman piloted the lead aircraft on the mission to Le Bourget Airdrome near Paris which led the First Division's biggest effort to date. The target was plastered and the attacking force was by far the largest ever sent out of England (or any place else, for that matter).

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S/Sgt. Bailey

Such a thing as a place to change clothes after a bomber operation to the French invasion coast does not bother Sgt. A. M. Bailey, a tail gunner. Here he is sitting on the concrete dispersal area under his aircraft just after returning from battering the famed Le Bourget.

Lt. Bockstanz

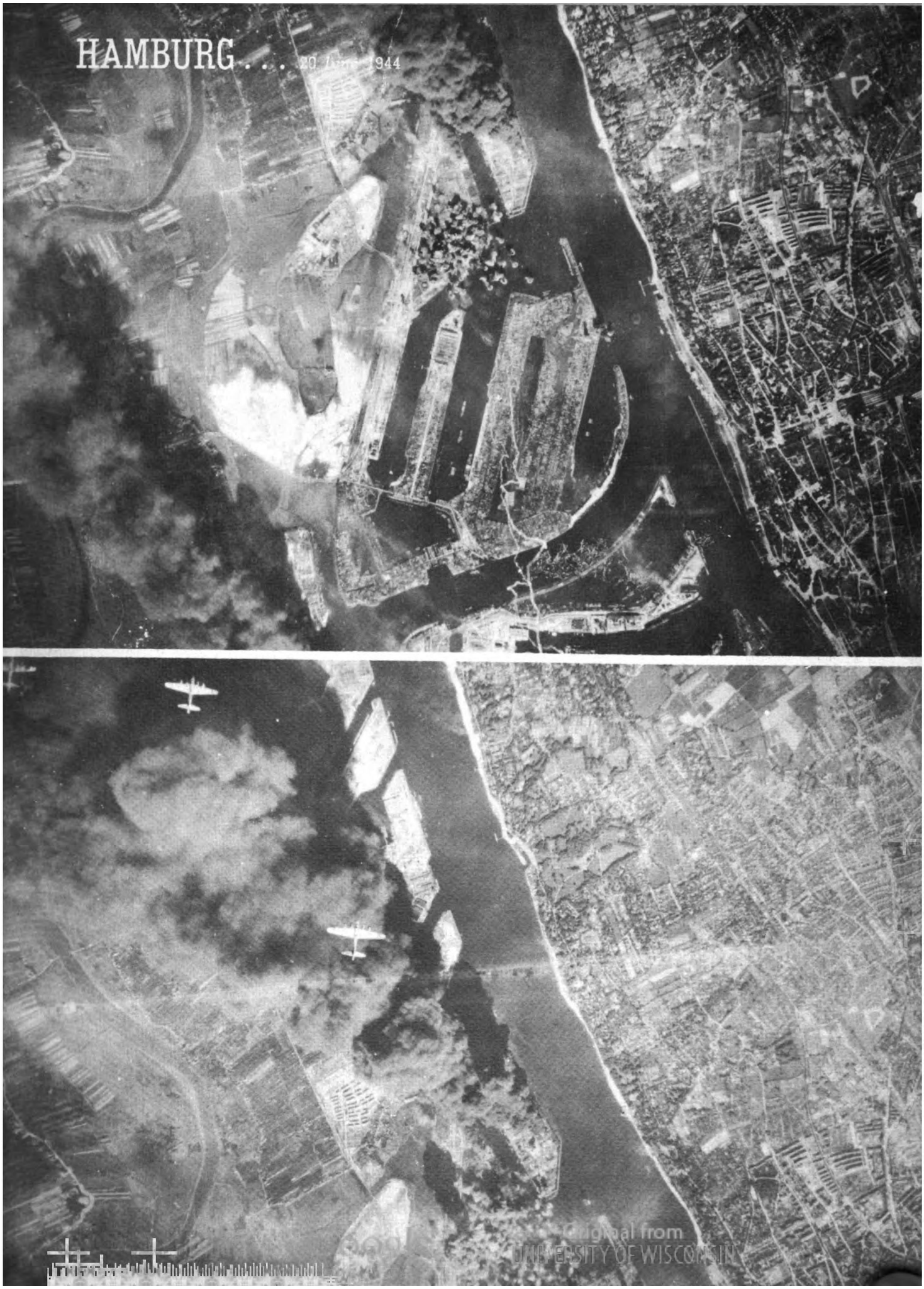


(Right) When bombardiers in the Eighth Air Force aren't busy dropping "eggs" on Hitler's Europe, they took pictures of important observations. Here 2nd Lt. E. L. Bockstanz is shown with a hand-operated camera which he used when he wasn't busy with the toggle switch.

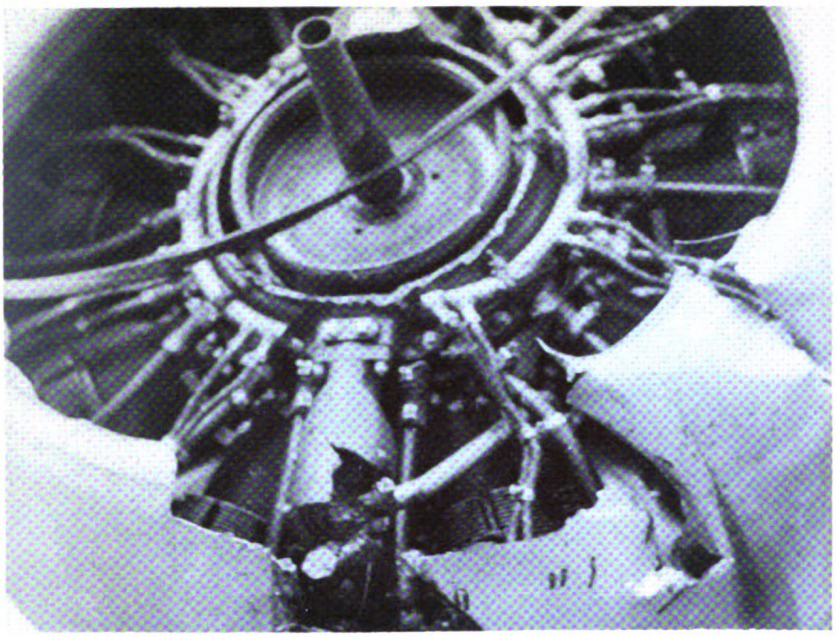


(Left) To "crew" a Fortress so there are n turnbacks due to mechanical reasons is th ambition of every engineering groundman That goal was realized by M/Sgt. Victor C Magnuson, crew chief for the "Fancy Nancy" and his assistants, Cpl. H. M. McKinney and Sgt. H. W. Westendorf. The "Fancy Nancy" had just returned from her 50th operationa mission, still with the original four engines.

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MAJ. WHITE AND CREW

Salvoed Everything But The Crew

Shot up by flak over Hamburg, June 20, 1944, the 401st Group's lead ship returned to the base minus virtually everything but the crew.

With one engine knocked out and the propeller vibrating wildly, and another engine throwing out oil, the veteran crew commanded by Major Ralph J. White debated whether to head for Sweden or attempt to make it back to England.

"We'll go home," decided Major White, "but dump everything." The ball turret was salvoed, radios, flak suits, bomb sight, most of the guns and ammunition were thrown out.

It was a wild and dangerous ride at low altitude, but they made it. Pilot was 1st Lt. E. E. Christensen. Others in the crew were Capt. A. C. Kuenning, bombardier; Capt. Rufus F. Causen, navigator; 2nd Lt. Walter J. Otton, tail gunner; T/Sgt. Nathan G. Binkin, radio operator; T/Sgt. William McIntyre, top turret gunner; S/Sgt. Charles L. Roundtree, ball turret gunner, S/Sgt. Allen L. Batson and S/Sgt. Sherwyn Finchell, waist gunners.



(Right) CPL. MICHAEL GUYTON, armament worker, had plenty of exercise in the summer of 1944, when 401st Forts were helping rain bombs on Germany. He is shown here adjusting a fuse on one of the "eggs" meant for Hitler's Europe.

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(Below) Those are "30-mission" smiles on the faces of 1st Lt. Leo S. Bartley, pilot; S/Sgt. Gilbert Sherman, waist gunner; T/Sgt. Eugene D. Frederick, radio operator; and 1st Lt. Howard W. Hammond, co-pilot.



BARTLEY, SHERMAN, FREDERICK, HAMMOND



T/SGT. SPACEK

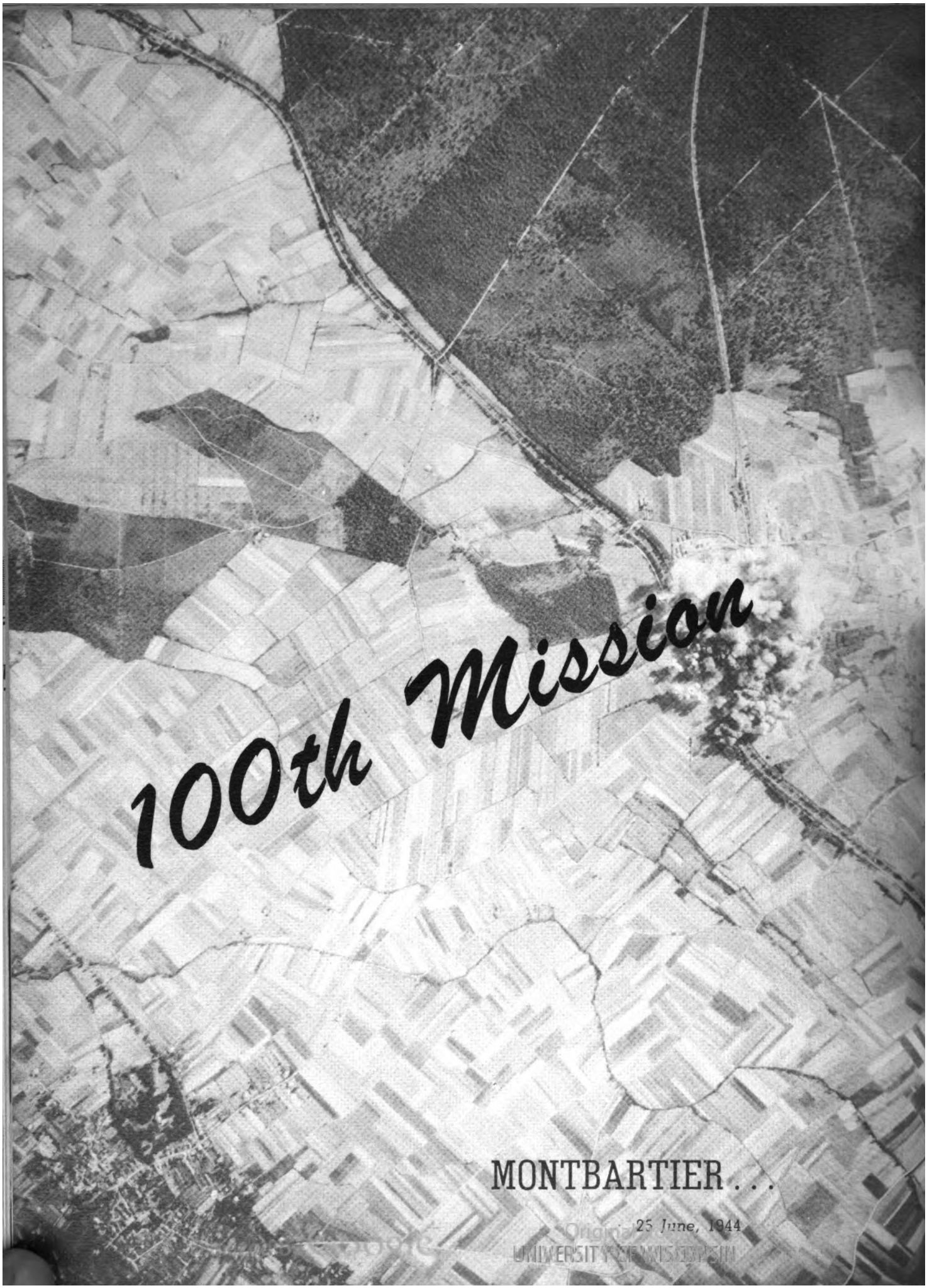
Thirty-five missions over Continental Europe, on one of which he was forced to ditch with his crew into the turbulent North Sea, had been completed by T/Sgt. Anthony Spacek, top turret gunner, when this picture was made. Among his trips were four over Berlin and the D-Day operation June 6.

M/SGT. ROBERTS MAJ. GARLAND



(Right) One English Pound, $4 in cold cash to you, is all it cost S/Sgt. Marion E. Roberts, a waist gunner, to win a $400 Victory War Bond. His number came up in the squadron drawing during a drive among Eighth Air Force personnel. Major William C. Garland, his squadron commander, made the presentation.

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Box leaders on the mission (photo below) were Lt. Erle G. Owens, Jr., Lt. Col. William T. Seawell, and Capt. Vernon K. Cammack.



LT. OWENS COL. SEAWELL CAPT. CAMMACK

100 MISSIONS — IN LESS THAN SEVEN MONTHS!



(Left) Officers in the lead aircraft were, left to right, Capt. A. C. Kuenning, bombardier; 2nd Lt. Walter J. Otton, who flew as tail gunner; 1st Lt. Felix A. Kalinski, pilot; Lt. Col. W. T. Seawell, Wing Air Commander; and Capt. Rufus F. Causey, navigator.

CONT.

[redacted]NG FORTRESS GROUP IN THE ETO TO COMPLETE 100 MISSIONS [redacted] THAN 7 MONTHS IS THAT COMMANDED BY COL. HAROLD W. [redacted] WMAN, WASHINGTON, D.C. THE GROUP ALSO LEADS THE 8TH AIR FORCE IN [redacted] 2-AIRCRAFT FORMATION FLYING AND IS [redacted] TOP IN ALL OF ITS [redacted] BOMBING RESULTS. A PARTY OF ALL OFFICERS AND ENLISTED MEN OF THE [redacted] ACTION TO CELEBRATE THE 100TH MISSION. [redacted] MISSION WILL [redacted] WORLD TO [redacted]

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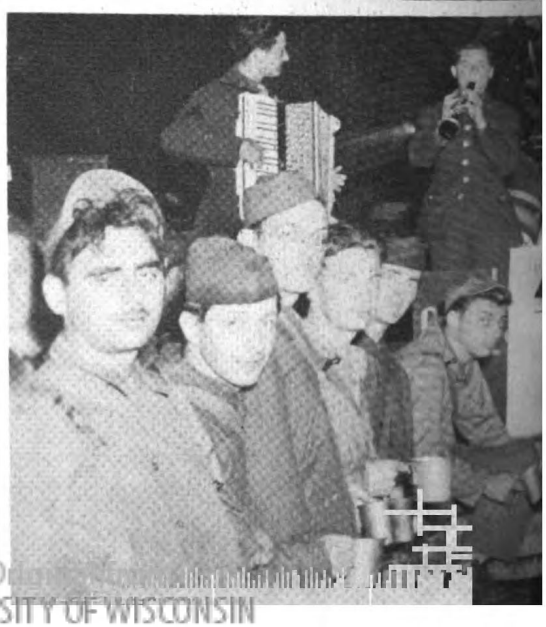
100th Mission Party









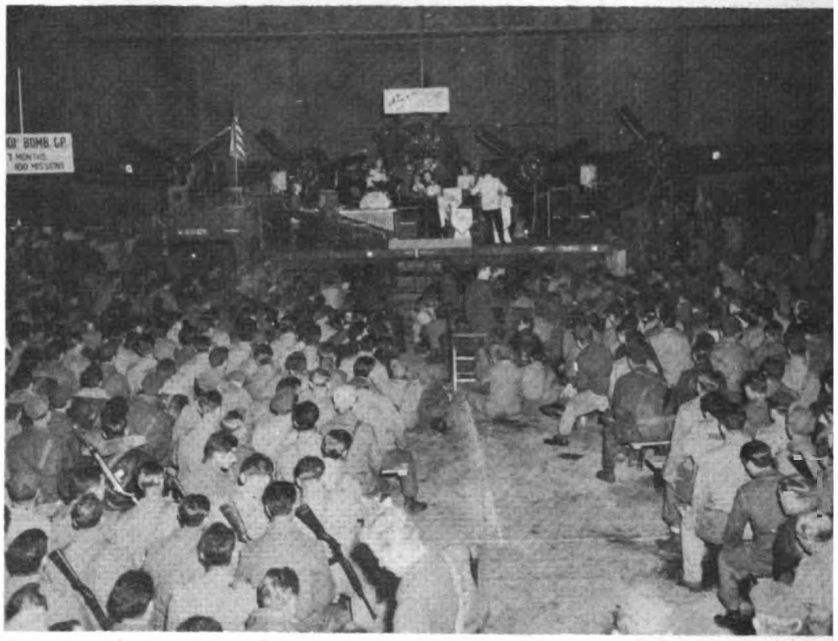


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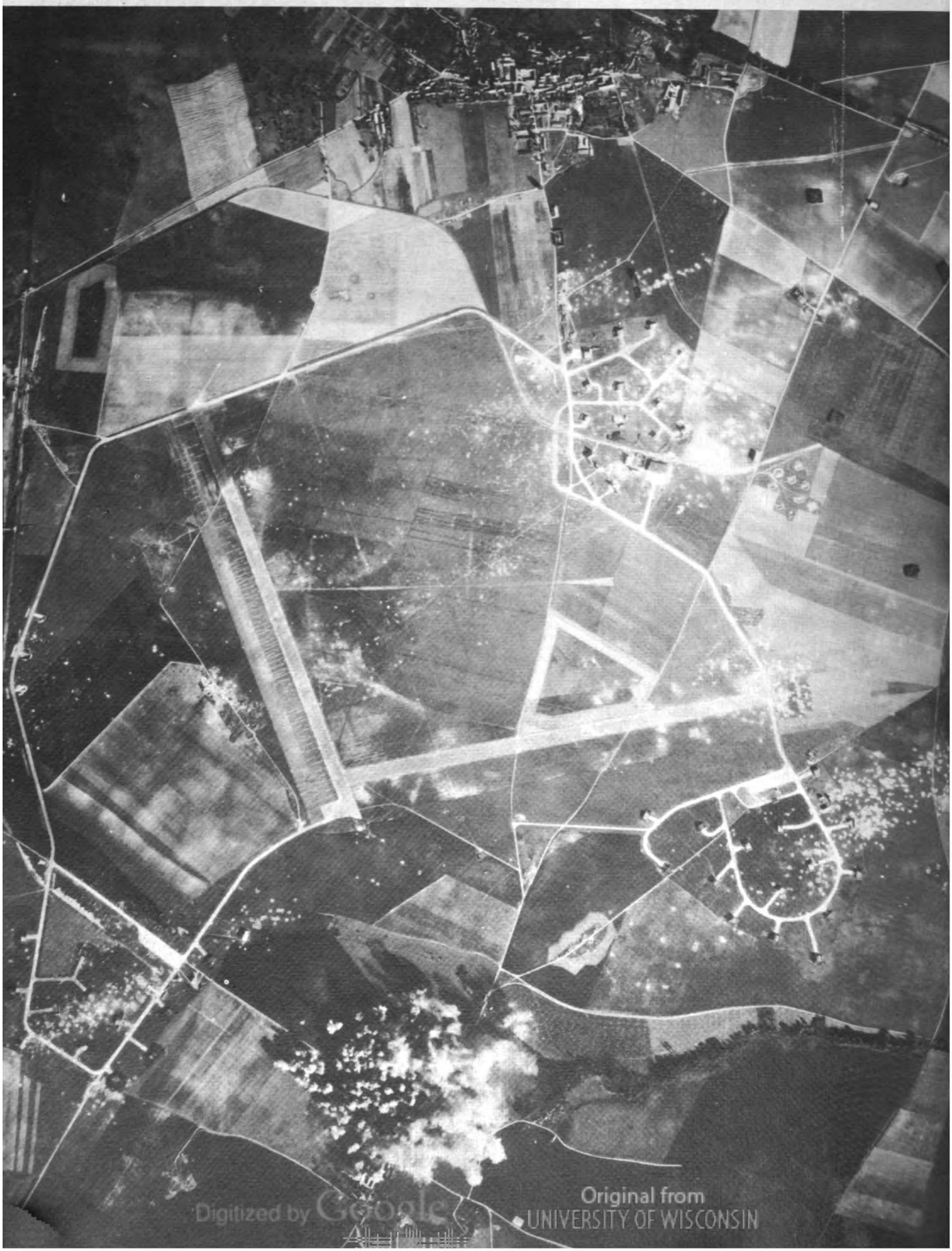






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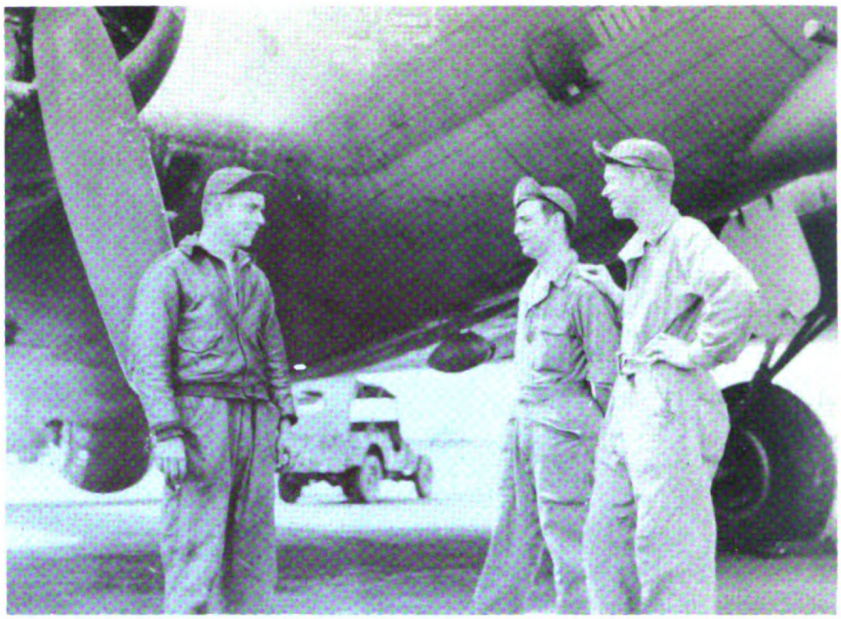
LAON-COUVRON . . . 28 *June*, 1944



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Fifty Missions Without A Turnback

First 401st Fort to make 50 missions without a turnback was "Boche Buster." Pilot on the 50th mission was Lt. Richard D. McCord. Ground crew members were M/Sgt. Gordon L. Baker, crew chief; Sgt. Arthur Brown; Sgt. Michael Czbiniski; and Sgt. William Bennett.





Postscript: On the Group's 154th mission to the synthetic oil plants at Politz, "Boche Buster," piloted by Lt. Thomas K. Hill, went down. It was on its 74th mission.



S/Sgt. J. F. Bodle removes his gun after a mission. "Don't know why we take these things along—we never use them," he says, referring to lack of enemy opposition.

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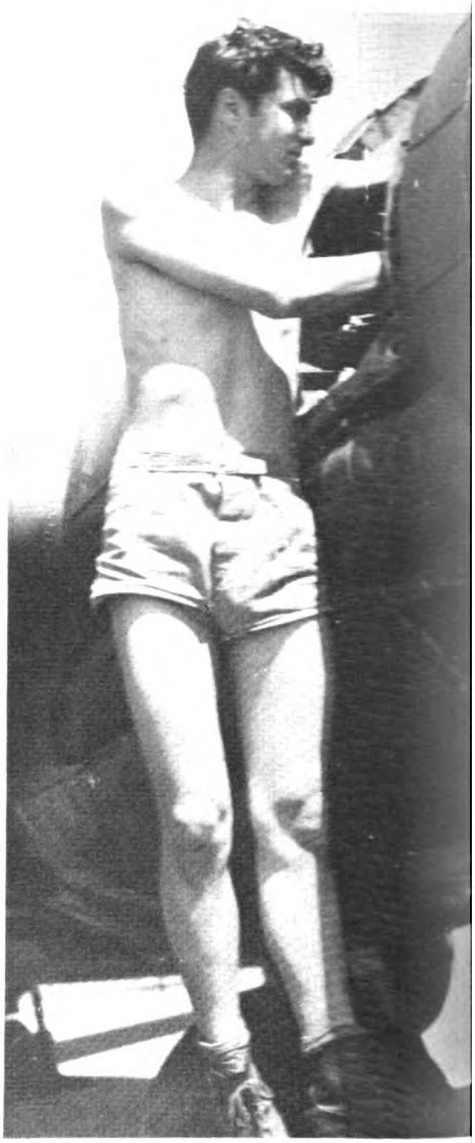


STAFF "CAR", SELF-PROPELLED

Col. Bowman was a familiar figure, touring the base on his bike, with him here is Capt. W. G. McAlexander, a Squadron Engineering Officer.



TAXI CRASH on the Perimeter prior to a mission take-off. No one was injured, but look at the damage to two beautiful Forts!



BELIEVE IT OR NOT, this picture wa taken in Merrie Old England—not th Southwest Pacific. Mercury got s high—honest that Cpl. Andrew Bon stripped to his shorts to be comfortabl while on the job.

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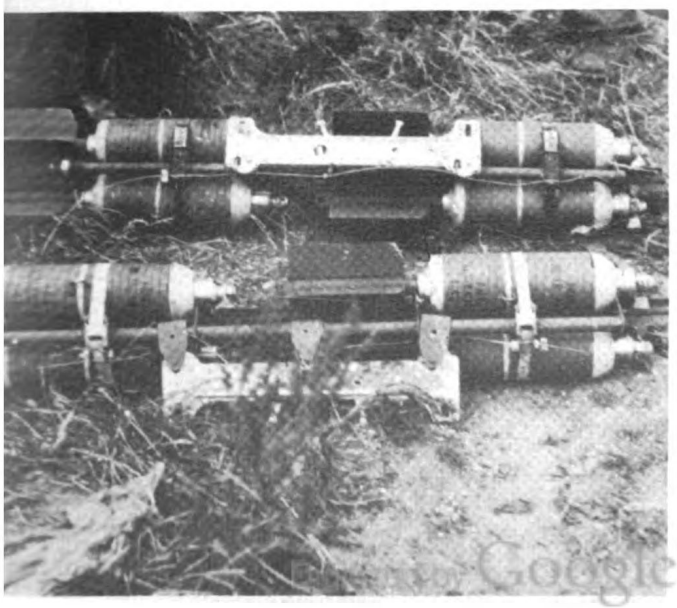


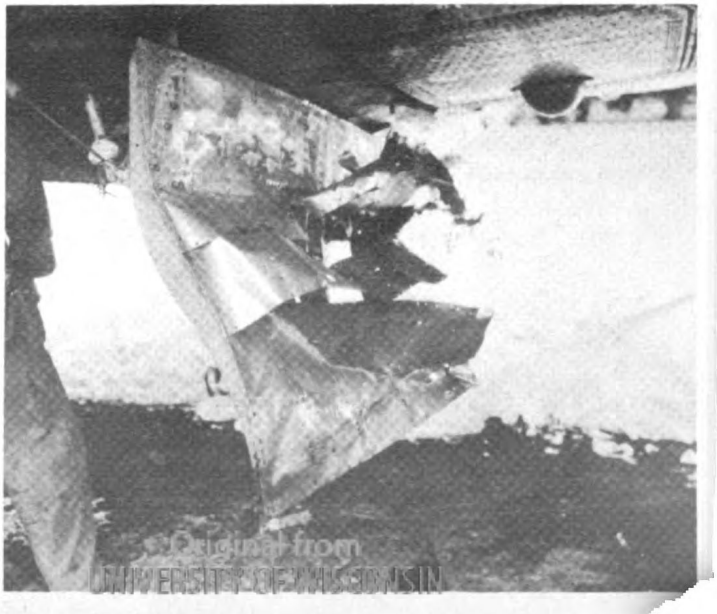
OUR WORST GROUND ACCIDENT

These pictures were taken June 12, 1944, after a frag bomb exploded, killing seven armament and ordnance workers and injuring 11 others.





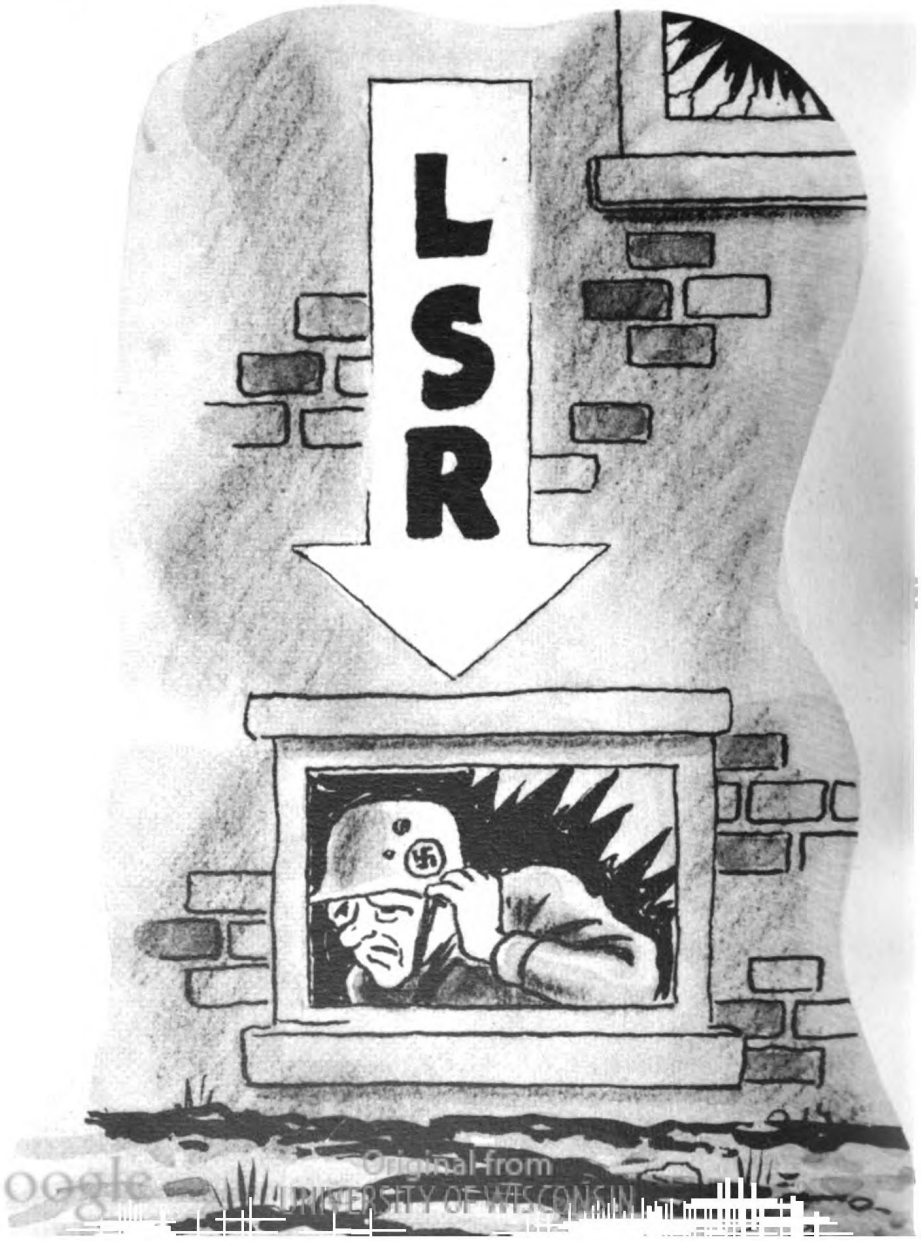




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July MISSIONS 1944

Date	No.	Target
4 July 1944	102	Saumur
6 July 1944	103	Rely
6 July 1944	104	Renescure
7 July 1944	105	Leipzig
8 July 1944	106	Mont Louis Ferme/Belloy-sur-Somme
11 July 1944	107	Munich
12 July 1944	108	Munich
13 July 1944	109	Munich
16 July 1944	110	Munich
18 July 1944	111	Peenemunde
19 July 1944	112	Augsburg
20 July 1944	113	Leipzig
21 July 1944	114	Schweinfurt
24 July 1944	115	St. Lo
25 July 1944	116	St. Lo
28 July 1944	117	Merseburg
29 July 1944	118	Merseburg
31 July 1944	119	Munich



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Left: Lt. R. J. Petty, bombardier, relaxes on a tire after returning from knocking out a pilotless plane site in France.



Right: T/Sgt. M. D. Spivey, S/Sgt. A. M. Coluccio and S/Sgt. P. L. Nalbach, after a mission over France.



Left: Crew climbs into truck to go to Interrogation. They are 1st Lt. William J. Mann, T/Sgt. Michael J. Mercurio, 2nd Lt. Alfred A. Rosenquist, and S/Sgt. Robert R. Reed.



Right: Jocko, Mascot of the 614th Squadron Relay crew.

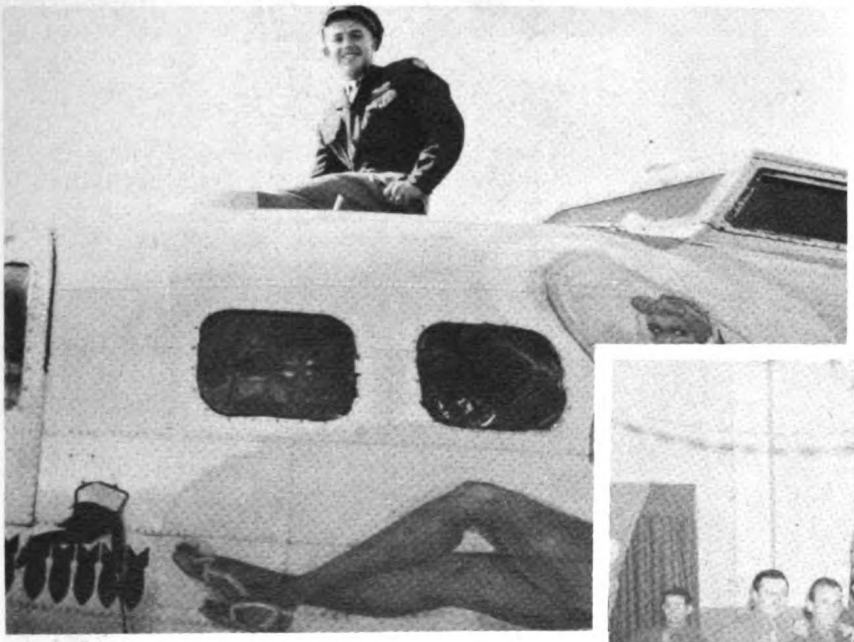
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1st Lt. M. Abraham, Oshkosh, Wis., had the pleasure of personally delivering this bomb to Adolph. He is a navigator when the "Oshkosh Bomb" was dropped he operated the toggle switch. Lt. Abraham was later killed in action.



Right: M/Sgt. Arthur I. Sanford was awarded the Bronze Star Medal while serving as crew chief. His Fort performed 31 missions with its original four engines and no mechanical failures.



Left: Lt. Gerald E. Hansen, led his Wing back safely, after the lead aircraft had been knocked out over Merseburg.



Right: Party at Thirty-Mission Haven

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(Right) This was all that was left when an oil line broke and the propeller could not be feathered by 1st Lt. Richard C. McCord, right. As a result, the prop "windmilled" until it melted off its shaft. M/Sgt. Clarence Neylan views the damage after the plane was safely landed.

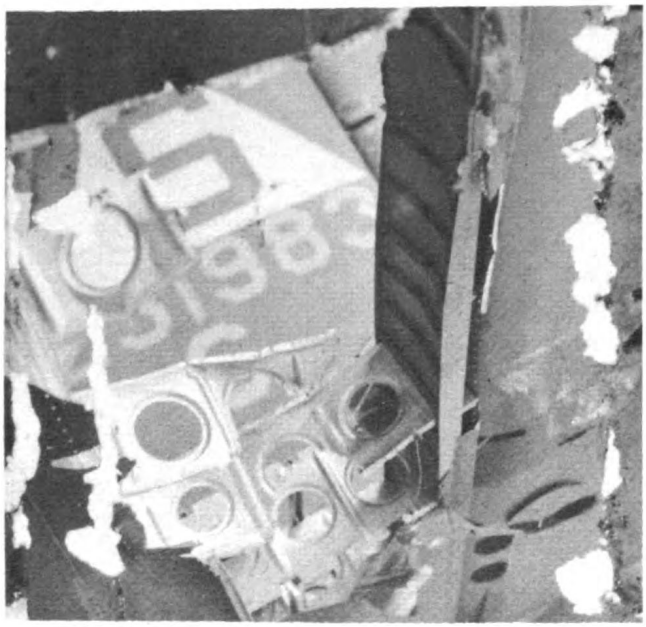
NOT CLARK GABLE—IT'S LT. SOBOLAK

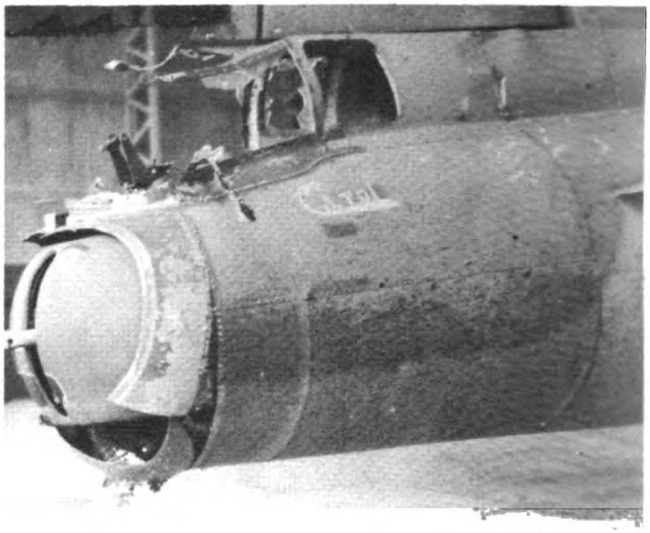


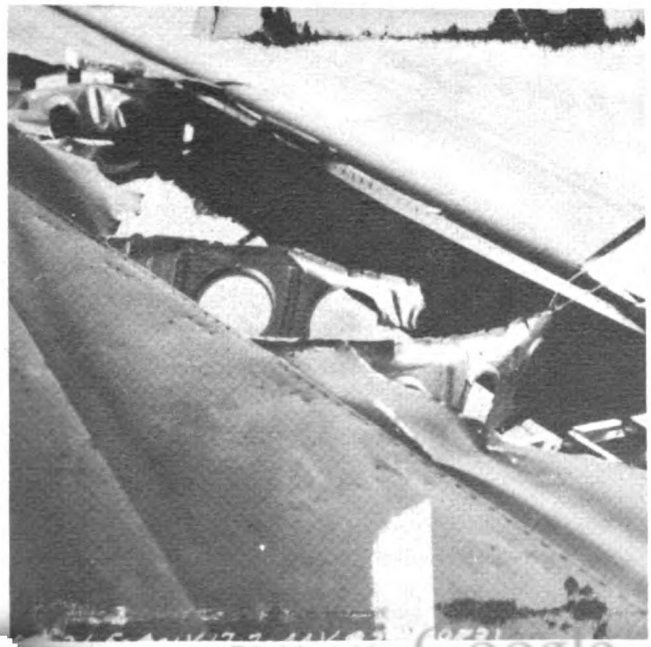
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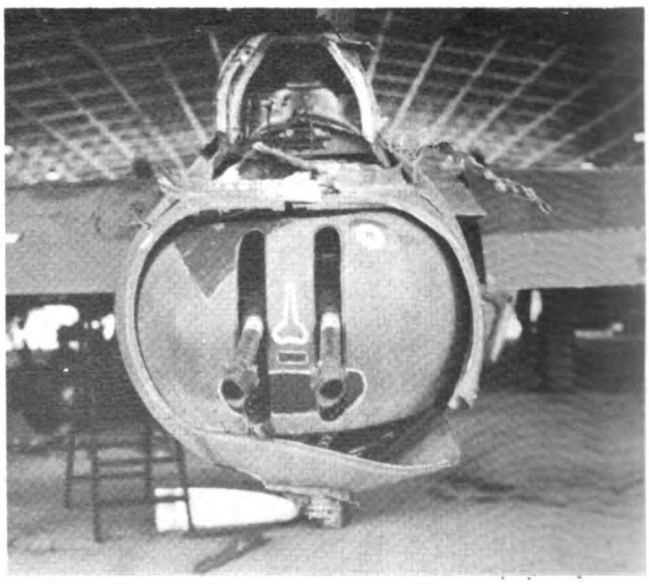












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CREW OF THE "MARY ALICE"

By Instinct And Little Else The Mary Alice Makes It Back

His controls shot away, a hole in his horizontal stabilizer big enough to drive a jeep through and his tail gunner fatally injured by 20 millimeter bursts from enemy fighters, 2nd Lt. H. E. Haskett, nursed the "Mary Alice" back to England from Munich in one of the most unusual feats of skill reported from the 401st Base.

Haskett's crew, on its fifth mission, was "Tail End Charlie" and received the worst of a sudden stab from Focke-Wulf 190s and Messerschmitt 109s.

"Two of them struck at our tail and the third came from high above our left wing," Haskett said. "At about the same time my co-pilot's oxygen mask froze up and I had the busiest five minutes of my life. I knew my tail gunner had been hit and the turbo supercharger of the No. 2 engine also got a blast. Another shell burst in my left wing next to the fuselage and I felt her going into a spin. I set up AFCE and somehow we pulled out of it" . . . then he saw a burst of flame near a gasoline tank and thought his craft was on fire. He gave the bail out order, but luckily the intercom was working badly.

"What did you say?" called back 2nd Lt. S. A. Howze, the navigator. By that time the pilot realized he was not on fire and rescinded the order, working desperately all the time to get the plane under control . . . then began three hours of anxiety for all of the crew—"sweating out" the trip home.

Lt. Haskett's oxygen system failed and he was forced to use a portable oxygen bottle. With the bottle between his legs and a heavy flak suit over his shoulder he worked the throttle, stick and automatic pilot, most of the time with one hand—and brought "Mary Alice" back.

Out of gasoline, it was decided to make an emergency landing at an RAF base on England's east coast. To complete the afternoon he landed on AFCE, a feat in itself, which other members of the crew said was "a beautiful job."

Damage (see photos facing page) included the top of the tail, including the tail gunner's windshield blown off; the tremendous hole in the stabilizer, holes in the left wing, the bomb bay and the No. 2 gas tank and damage to the No. 2 turbo which knocked out the No. 2 engine.

Thirty-five pieces of shrapnel from the 20 mm burst hit Sgt. Edward L. Page, the tail gunner, in the chest. He was given first aid by S/Sgt. Brenden J. Lynch, radio operator, and Sgt. Hinsom C. Jones, waist gunner, but died in about two hours. Other crews who witnessed the attack said that Sgt. Page got one of the enemy fighters before he was hit.

Other members of the crew were 2nd Lt. Thomas A. Davis, co-pilot; 2nd Lt. Kenneth D. Buvinghausen, bombardier; S/Sgt. Michael P. Urgan, top turret; and Sgt. William D. Hutchinson, ball turret gunner.

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THIRTY TOURS– SPLASH! SPLASH!

"Hot Shots" of the 615th—that inseparable pair of Captains—Rufe Causey and Arnie Kuenning—took a ducking in the static water reservoir near the Combat Mess one summer day. Reason: THEY FINISHED THEIR TOURS. Innocently enough they thought they were getting a royal reception when they were met at the gate after leaving their PFF ship at Polebrook, and escorted to overstuffed chairs which had been mounted on a bomb trailer. They were taken then on a brief tour of the base unaware that in a few moments they would be tossed headlong into the water. Everybody else knew what was cooking and a crowd was on hand for the party. Chief instigator of the plot, according to rumor, was Major "Heigh-Ho" Silver, but among the conspirators was Col. Bowman himself. In the crowd which helped toss the Twins into the drink were Lt. Col. Seawell and Capt. Jim Goodman. Capt. Causey had completed his tour a few days before but went along on the last one to be with Capt. Kuenning when the latter finished. They feel like that about each other.

P.S. At the time, "Heigh Ho" had one more to go.

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August MISSIONS 1944

Date	No.	Target
1 August 1944	120	Chartres
3 August 1944	121	Strasbourg
4 August 1944	122	Anklam
5 August 1944	123	Nienburg
6 August 1944	124	Genshagen (Berlin Area)
8 August 1944	125	Hautmensnil Carriere des Aucrais
9 August 1944	126	Luxembourg
11 August 1944	127	Brest
13 August 1944	128	Elbeuf
14 August 1944	129	Haguenau
16 August 1944	130	Schkeuditz
18 August 1944	131	Yvoir
24 August 1944	132	Weimar
25 August 1944	133	Peenemunde
25 August 1944	134	Henin-Leitard
26 August 1944	135	La Louviere-Tertre
27 August 1944	136	Berlin (recalled)
30 August 1944	137	Coubronne

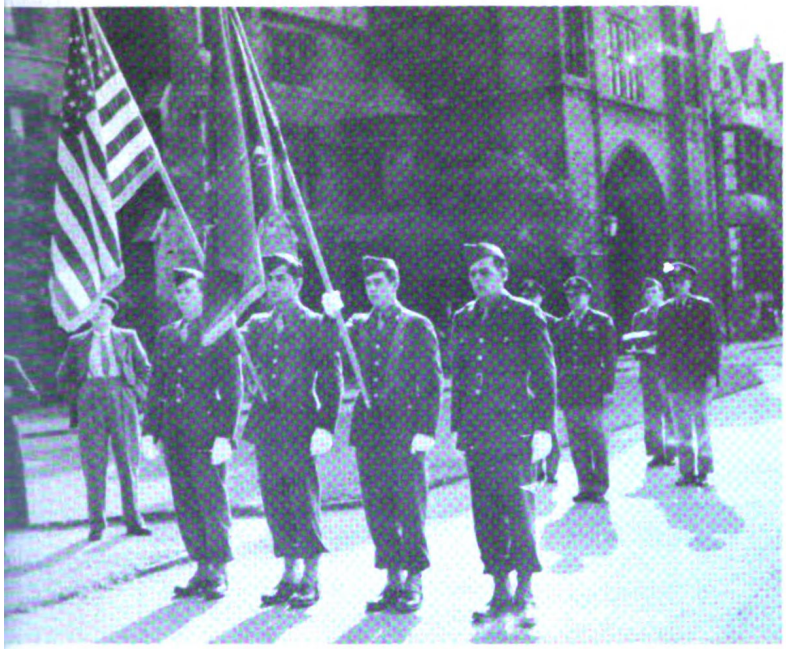


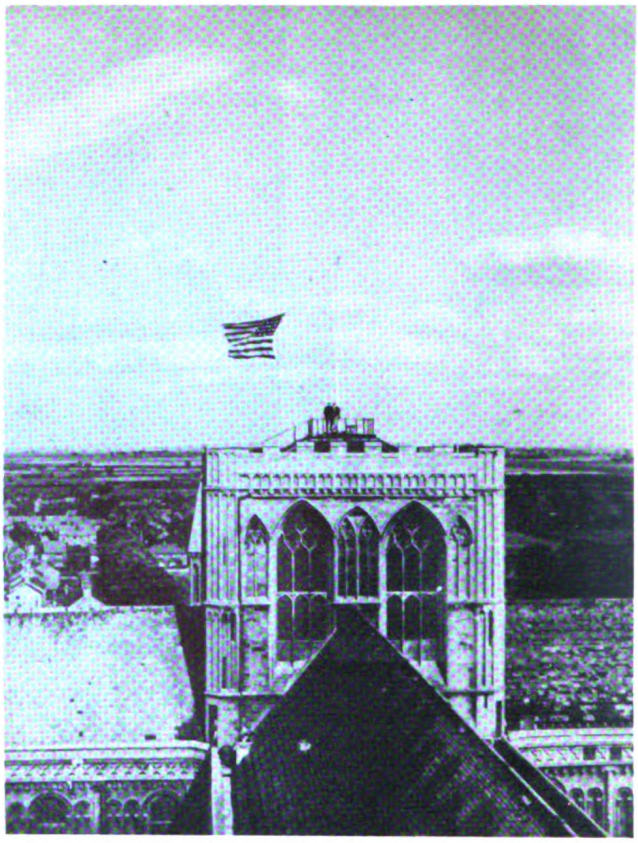
Major Delwyn Silver, assistant operations officer . . . and friends. Major Silver, in checking the record on the back of his short snorter bill, finds that he had led his Wing on seven missions, his Group on nine missions and two other times he flew as deputy division air commander. Over Oschersleben in January his Group underwent constant fighter attack for 2½ hours; in June his aircraft made it back looking "like a sieve" from flak holes. In February Major Silver and crew had to "crawl home" at 2,000 feet, skirting villages en route. But here he is, and smiling!

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401st Group Presents Flag To Petersborough Cathedral

On August 15, 1944, a ceremony unique in the annals of 800-year-old Petersborough Cathedral took place when Col. Bowman presented the Stars and Stripes to the Bishop of Petersborough as a symbol of friendliness of Anglo-American relations.

The flag was dedicated "to the Honor and Glory of God" and was taken immediately to the tower of the Cathedral where it broke into the breeze.



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This is a picture of a sailor, S 1
Michael Garen, pronounced by me
of the 401st Bomb Group a game guy
Just back from Normandy where h
helped get an LCT into Omaha beac
an hour before "H-Hour", he made
visit to the 401st base during a brie
liberty to look up his 22-year-ol
brother, Alex, whom he had not see
in five years.

He didn't get to see Alex.

Four hours before Mike arrived, Alex
sitting at the guns shown here, wa
killed by flak over Berlin.

SEAMAN 1/C MICHAEL GAREN



HE SAW THE QUEEN—S/Sgt. R. G. Nicholson was spending a pass at Bedford, Northamptonshire, and happened to be at the American Red Cross club when it was visited by Queen Elizabeth.

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The Jerries Make It Roug For Homesick Angel

Second Lieutenant Frank Carson, Jr., pilot of "Homesick Angel" admitted that he had to use every trick in the book to keep her from "Going to that place where a lot of good Forts have gone", after a mission over Germany, when the "Angel" was submitted to severe fighter attack.

It was the eighth mission for Lt. Carson's crew. Three were injured, one seriously, but Lt. Carson reported, "We got four of the Jerries . . ."

"Our tail gunner's intercom was out of commission," said 2nd Lt. Harris E. Lawless, navigator, "so I didn't know we were being attacked until I saw the tracers. There were at least 20 109s and they knocked out three Forts behind us before they let us have it . . . after the first attack they came in three abreast and began to hit us singly. That is when we got them. I saw the one hit by our bombardier disintegrate and before the attack was over they were going down like flies."

Finally the oil line to No. 2 engine was hit and No. 3 was running rough with only half power. Lt. Carson was forced to drop back and become a straggler. "We caught it then," he said.

A streak of 20 millimeters went through the waist and two hit S/Sgt. William C. Matthies, radio operator, in the abdomen. Several others went through the tail and ripped parts of the wings into shreds. The big Fort was peppered with machine gun bullets and hardly a square foot of its skin didn't have a number of holes. A 20 mm hit the ball turret and wounded Sgt. Joseph J. Geraldi, ball turret gun-

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ner, in the arm. Sgt. Harold Quist, waist gunner, got pieces of shrapnel in his legs. The top of the tail gunner's seat was smashed wide open and a burst went through the top turret. Holes two and three feet square were ripped in the vertical and horizontal stabilizers, in the fuselage, and in the nose. The radio loop antenna housing was blown to bits. The interphone was shot out, so communication between crew members was impossible.

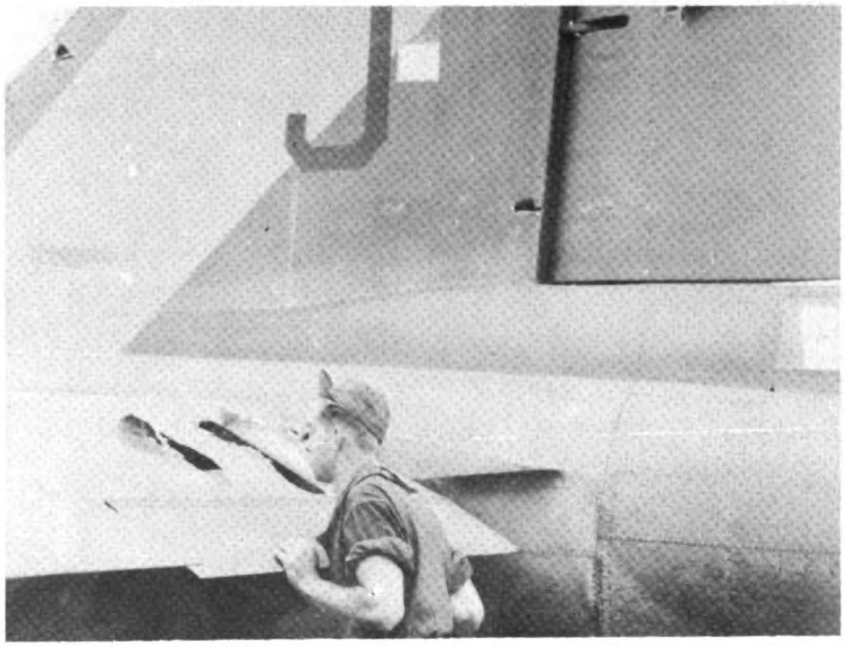
Finally the fighters were gone, the last of them being downed as it went for a pass at another straggler.

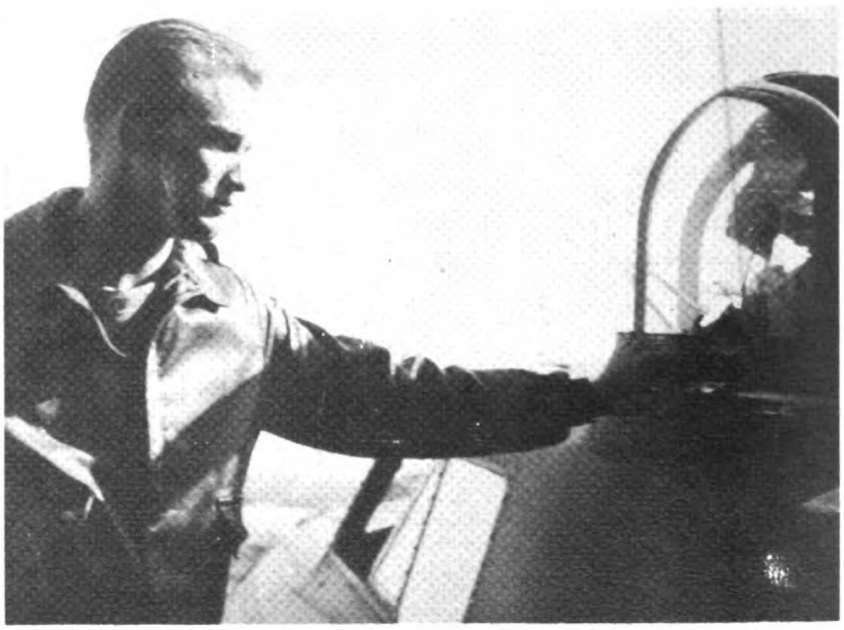
Bombs were salvoed manually—over Germany—by Sgt. Ray B. McGehee, top turret gunner and engineer, whose face had been showered with glass when his turret was hit. The battle had taken place 24,000 feet in the air, and unbeknown to the crew most of the oxygen system had been shot away. The bomb-bay doors could not be closed, but Sgt. McGehee collected all the portable oxygen bottles in the ship and without a parachute, risked his life to carry them over the catwalk to the radio room for the wounded radio operator.

Lt. Lawless navigated the ship back by dead reckoning. As the "Angel" went in for a landing she blew a tire and swerved to a stop off the runway.

Lt. William Bucher, bombardier, shot down one fighter, Sgt. McGehee two and Sgt. Geraldi one.

Other members of the crew were 2nd Lt. Harris E. Moe, co-pilot and Sgt. Llewellyn James, tail gunner.







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BOMB SIGHT
MAINTENANCE CREW

THANKS, PAL!

T/Sgt. G. H. Cooper, a top turret gunner, thanks Sgt. J. P. Muldoon for the good packing job on the 'chute which brought him down safely.

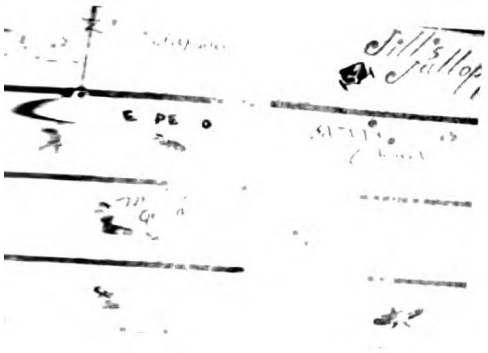


This time it's Navigator 1st Lt. R. W. Marshall, thanking Rigger D. A. Iannelli.

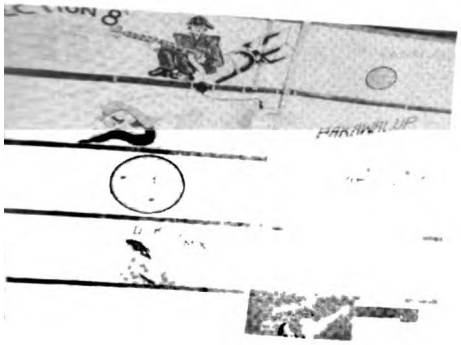


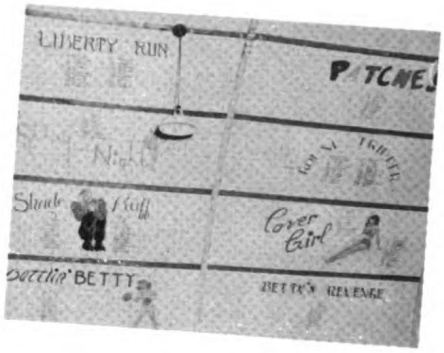
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COMBAT MESS WALLS



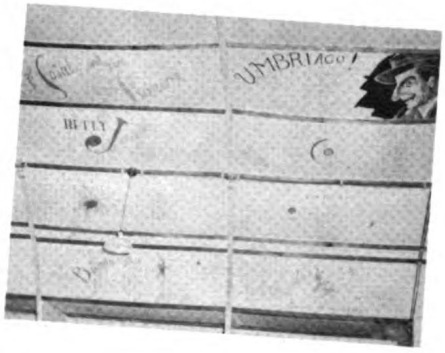


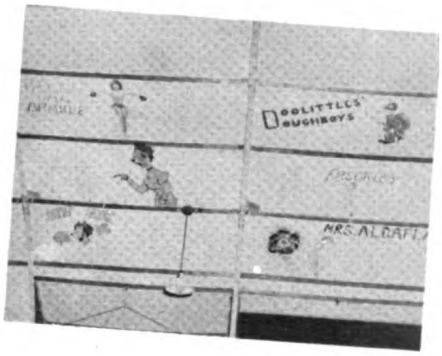


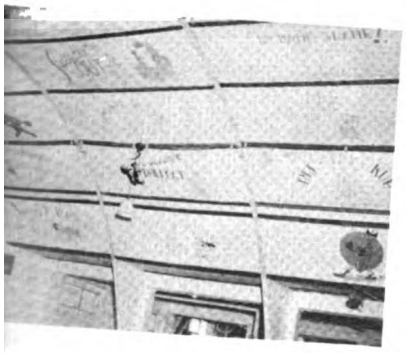


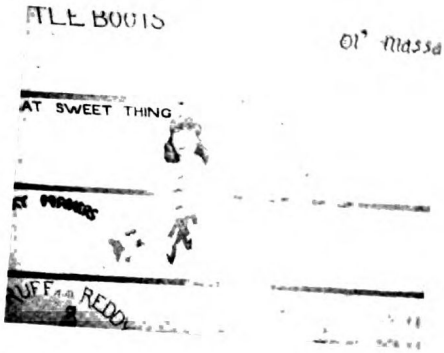


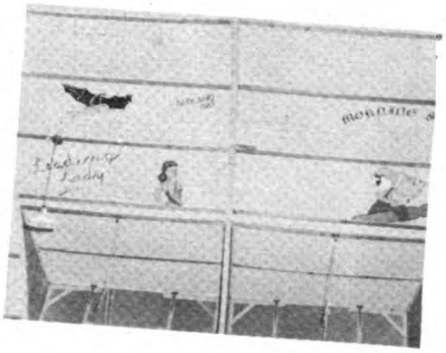


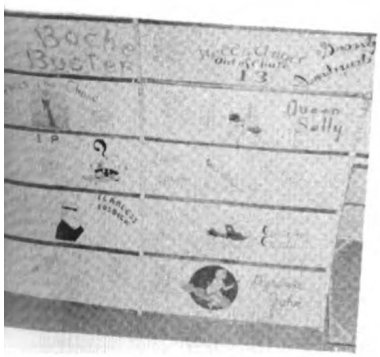




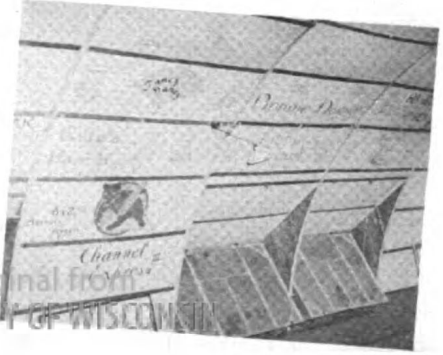












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USO SHOW

September MISSIONS 1944

Date	Number	Target
3 September 1944	138	Ludwigshafen
5 September 1944	139	Ludwigshafen
9 September 1944	140	Mannheim
10 September 1944	141	Gaggenau (Germany
11 September 1944	142	Merseburg
13 September 1944	143	Merseburg
17 September 1944	144	Groesbeek (Holland)
19 September 1944	145	Hamm (Germany)
22 September 1944	146	Kassel
25 September 1944	147	Frankfurt
26 September 1944	148	Osnabruck
27 September 1944	149	Cologne
28 September 1944	150	Madgeburg
30 September 1944	151	Munster

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LT. MASSEY



LT. STELLJES

These Three Survived Explosion At 26,000 Feet

Blown out of their Fortress when it exploded over France, these three crew members survived and returned to their base soon after. All other crew members were killed.

Lt. William E. Massey, pilot, was unconscious from lack of oxygen at the time of the explosion. He came to about 3,000 feet above the ground, miraculously clutching his parachute in one hand. He managed to snap the 'chute to his harness and landed safely.

Second Lieutenant Lewis V. Stelljes, bombardier, was crushed against the nose of the plane with terrific force when the plane went into a spin and then was knocked through the nose by the explosion. Being able to breathe was "wonderful," and at about 5,000 feet he pulled the ripcord and landed near friendly Frenchmen.

Like the pilot, Sgt. Francis J. Berard, waist gunner, was unconscious at the time of the explosion. When he came to he was coming down on the center section of the fuselage. He grabbed a 'chute, snapped it to his harness and landed safely. By the next day he had rejoined his crew mates and they made it back to base.



SGT. BERARD

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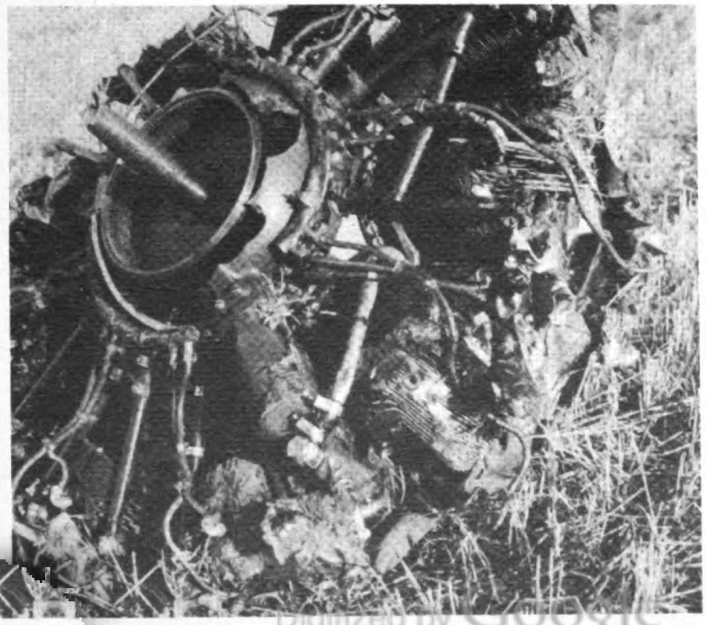


CRASH OF 872 "ROSIE'S SWEAT BOX" JUST OUTSIDE GATE TO WELDON, 17 SEPT. '44

LT. F. E. COOK, PILOT









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957 CRASH NEAR LEICESTER
11 SEPTEMBER. CREW HAD
BAILED OUT.





(Left) Col. Bowman congratulates Col. William T. Seawell, air executive, on the completion of his 25th mission in support of huge airborne landings in Holland.

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Champs!

By defeating Station 451, 8-0, in finals of a tourney in which 16 teams competed, our "Flyers" won the American Red Cross ETO softball tournament. The Flyers lost only two games in 33 during the season. A banquet in St. Andrews Hospital honored the champs.

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SEPTEMBER 19—YEHUDI MENUHIN, WORLD-FAMOUS VIOLINIST, GIVES A CONCERT AT THE BASE THEATER. HE IS SHOWN HERE WITH COL. BOWMAN.



CAPT. LEWIS, LT. ARNOLD, COL. SEAWELL

(Left) Pointing out where his bombs fell on a mission in support of the airborne landings in Holland is 1st Lt. Harold S. Arnold, Squadron bombardier. At the left is Capt. Clyde A. Lewis, Squadron Commander and lead pilot on the mission, and at the right is Col. W. T. Seawell, Group Executive Officer, and Combat Air Wing Commander on the mission.

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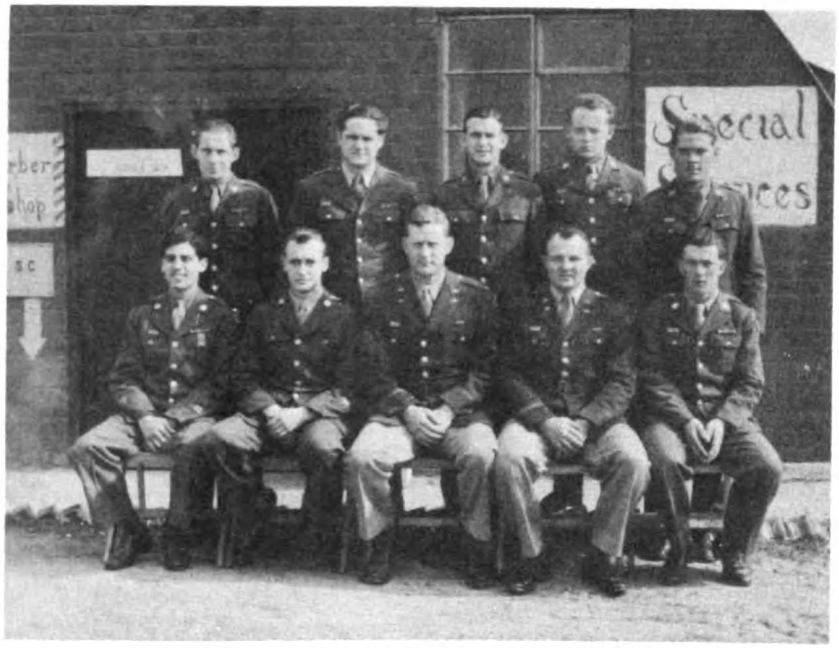
AERO CLUB PET SHOW







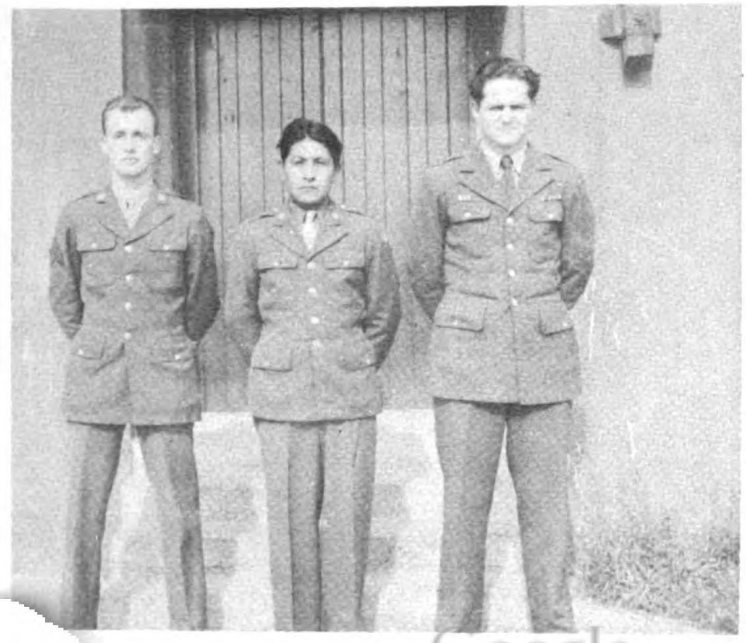
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SPECIAL SERVICES





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(Right) Mission 150, over Magdeburg, was the last one in their tour for Lt. Walter H. Thomason and crew, shown at right with ground crew.





Captain James A. Gruman is congratulated on completion of his tour by Capt. Gordon R. Closway, PRO.

Capt. Gruman and crew completed their tour on the 150th Mission for the Group.



(Left) Capt. Richard D. McCord and crew also finished their tour on Mission 150. Capt. McCord is shown here with Lt. McMurray.

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(Left) Major Julius Pickoff, Group Bombardier, shows his affection for Mother Earth upon completion of his 25th mission.



(Right) Capt. Locher and Lt. Mannis. They led the Group's 150th Mission, over Magdeburg.



(Left) Lead team on the 150th Mission: L. to R., Lt. James M. Rush, navigator; Lt. Carl L. Rostrom, bombardier; Lt. William W. Strong, Mickey operator; and Lt. William F. Maloney, navigator.

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'Hangover Haven' Makes Landing On One Wheel

The left landing gear shot away by flak near Nurnburg, Capt. George S. Schaunaman made what experts termed a "beautiful" one wheel belly landing without injury to any member of his crew and with minimum damage to the plane.

Two vehicles, an English passenger car and American truck, parked too close to the runway, however, were demolished when the plane swerved off the runway as it came to a stop.

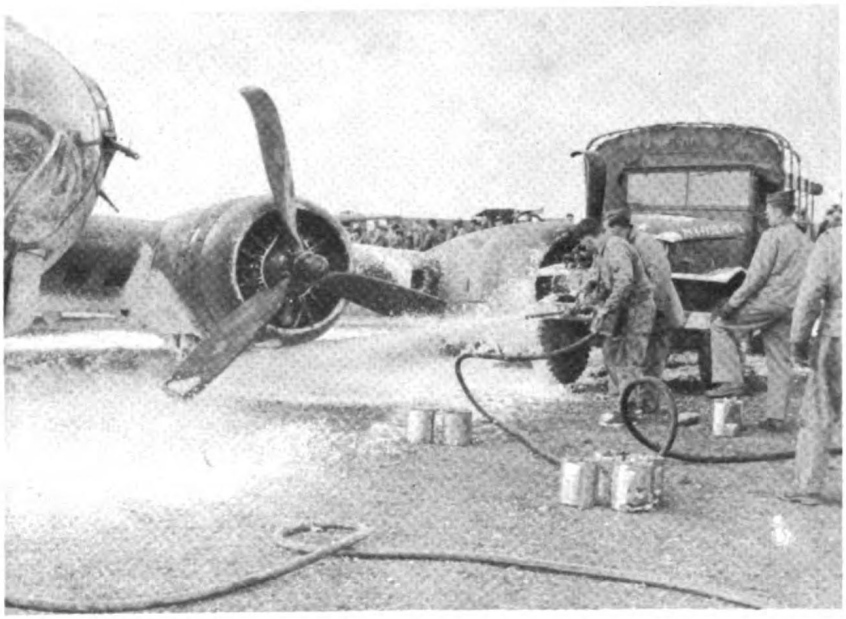
In addition to damaging the landing gear, flak in the vicinity of Nancy, France, knocked out all of the electrical equipment and instruments of "Hangover Haven", struck No. 2 engine which could not be feathered and began to "windmill" violently and caused No. 1 engine to run rough.

Referring to the landing, 2nd Lt. James R. Hobgood, co-pilot, said, "I wasn't jarred as much as I was a few hours before when a spent flak fragment hit my flak suit and fell to the floor."

Other members of the crew were 2nd Lt. Robert E. Purrier, navigator; 2nd Lt. Kenneth E. Sandoe, bombardier; T/Sgt. Irving F. Kopitnikoff, radio operator; T/Sgt. Thomas P. Morris, top turret; S/Sgt. Edward H. Willett, ball turret; S/Sgt. Clarence P. Williams, tail gunner; S/Sgt. Edward A. Curry, waist gunner.



LT. HOBGOOD LT. SCHAUNAMAN





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October MISSIONS 1944

Date	No.	Target
3 October 1944	152	Nurnburg
6 October 1944	153	Stargard
7 October 1944	154	Politz
14 October 1944	155	Cologne
15 October 1944	156	Cologne
17 October 1944	157	Cologne
19 October 1944	158	Mannheim
22 October 1944	159	Hannover
25 October 1944	160	Hamburg
26 October 1944	161	Bielfeld
28 October 1944	162	Munster
30 October 1944	163	Munster





Technical Sergeant James W. Cannon is a modest fellow. Although only 21 years old, here is his incredible record:

He has flown 68 operational missions in the South Pacific in B-25s, B-26s and B-17s and 29 in B-17s in the ETO.

Confirmed credit for destruction of five Jap Zeros.

He took part in the Battle of Bismarck Sea when his aircraft skip-bombed at 30 feet over the water and sank a Jap heavy cruiser.

He wears the Silver Star, DFC with two Oak Leaf clusters, Air Medal with eight clusters, Purple Heart, Asiatic-South Pacific ribbon with two bronze stars; ETO ribbon with two stars, Presidential Citation Award with two clusters and the American Defense and Good Conduct ribbons.

In second photo, T,Sgt. Cannon, having completed 100 Missions (68 in South Pacific, 32 in ETO) is congratulated by S/Sgt. D. M. Swope, who has 32 ETO Missions.

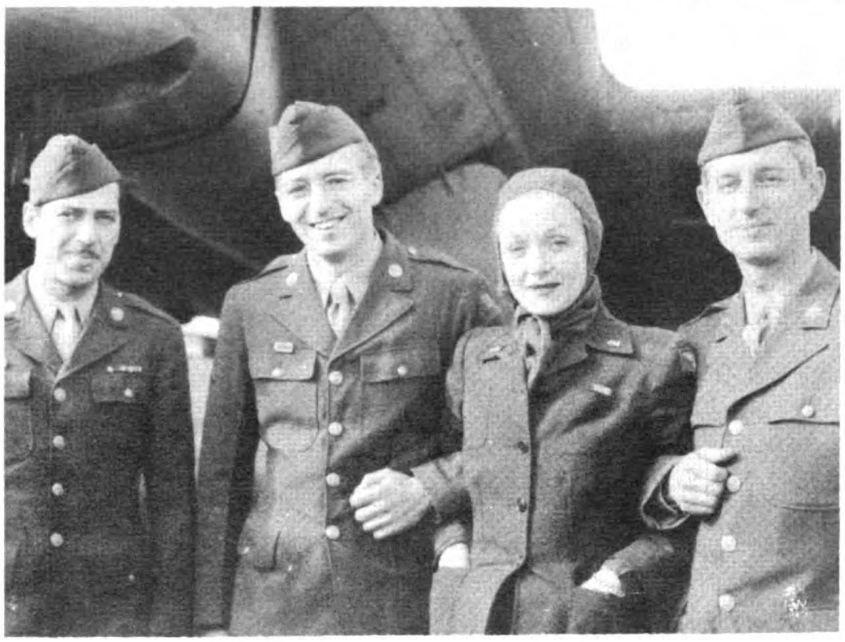
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Marlene Dietrich Visits Bowman's Bombers

Marlene Dietrich, long famed for her attractive legs (which she failed to display) entertained more than 2,000 officers and enlisted men of the base at Hangar No. 1 on September 29. Miss Dietrich and party were picked up at Birmingham in "Pakawalup II" piloted by Col. Seawell and Capt. Felix Kalinski with 1st Lt. Lawrence W. Pfeiffer as navigator. They are shown with Miss Dietrich at right. Next day on a mission to Germany, "Pakawalup II", with another crew, went down.



The committee of Enlisted Men who welcomed Miss Dietrich are shown at right. They are (l. to r.) Sgt. Gustav Berlinger, an operations clerk: Sgt. Robert B. Hearne, Miss Dietrich and Cpl. William Burne, personnel clerk.

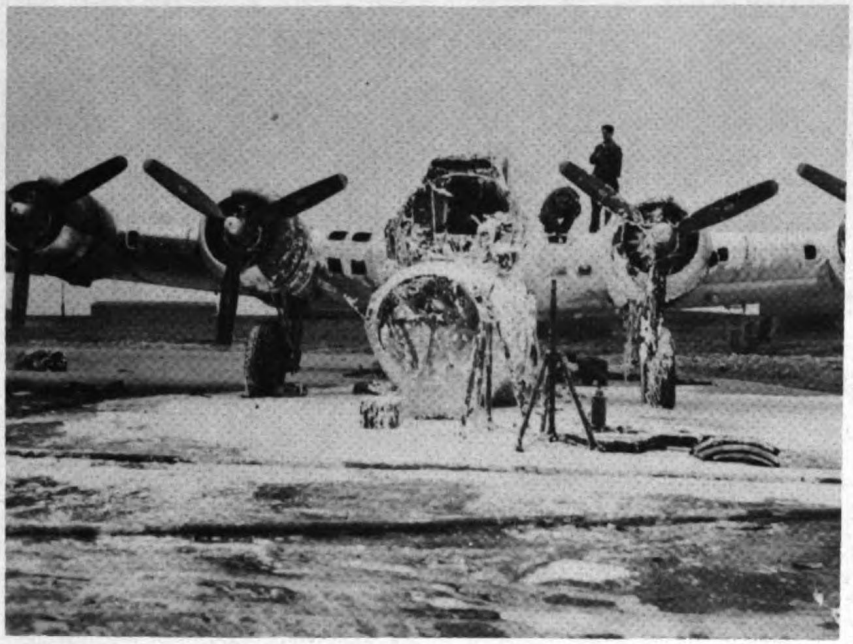


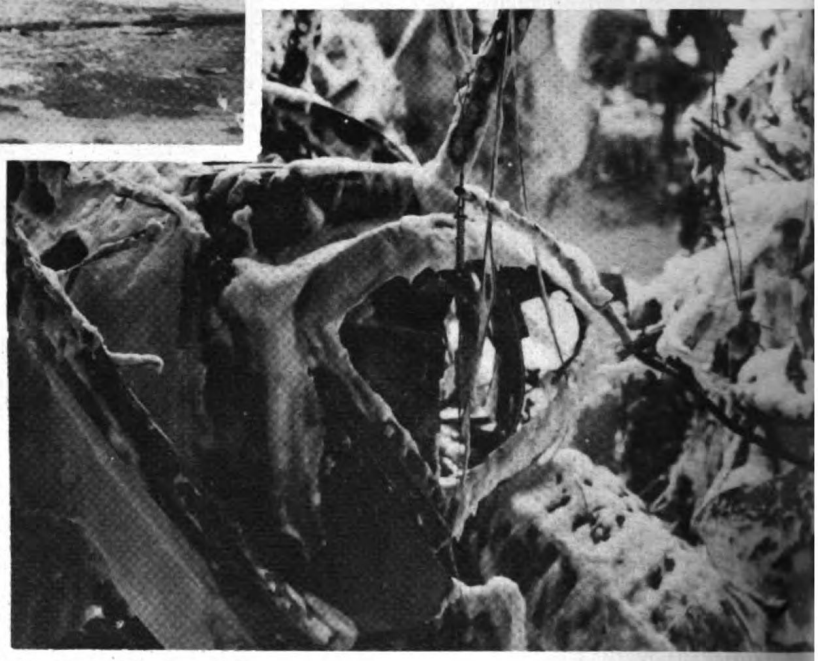
Miss Dietrich sang, pulled a few gags and gave two numbers with her singing saw. She also signed a lot of autographs.

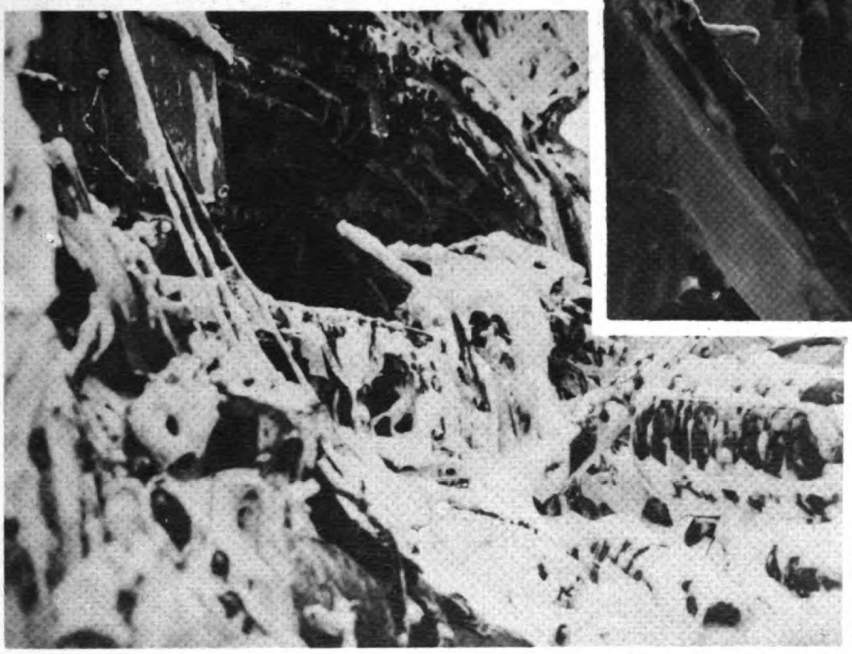


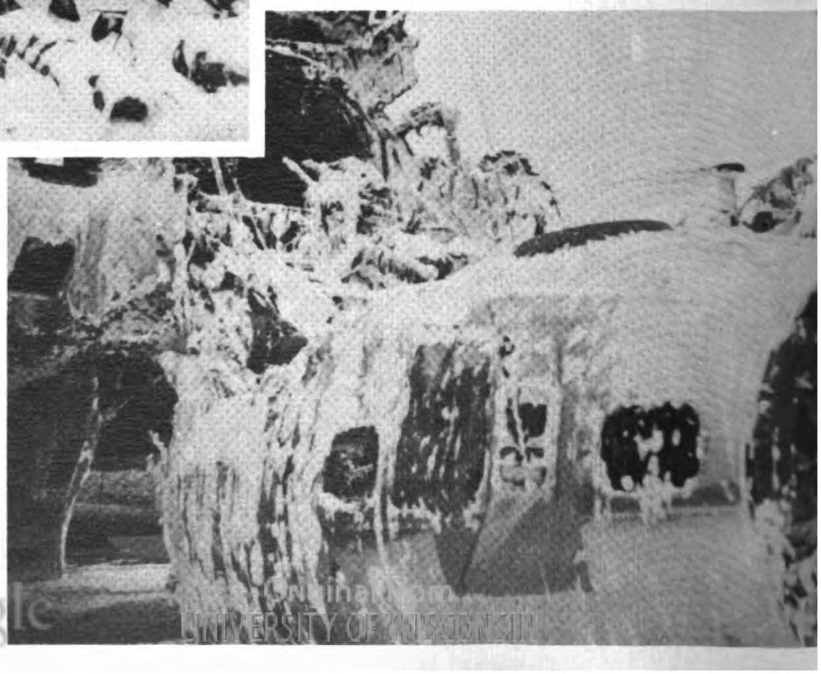
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ANOTHER ACCIDENT





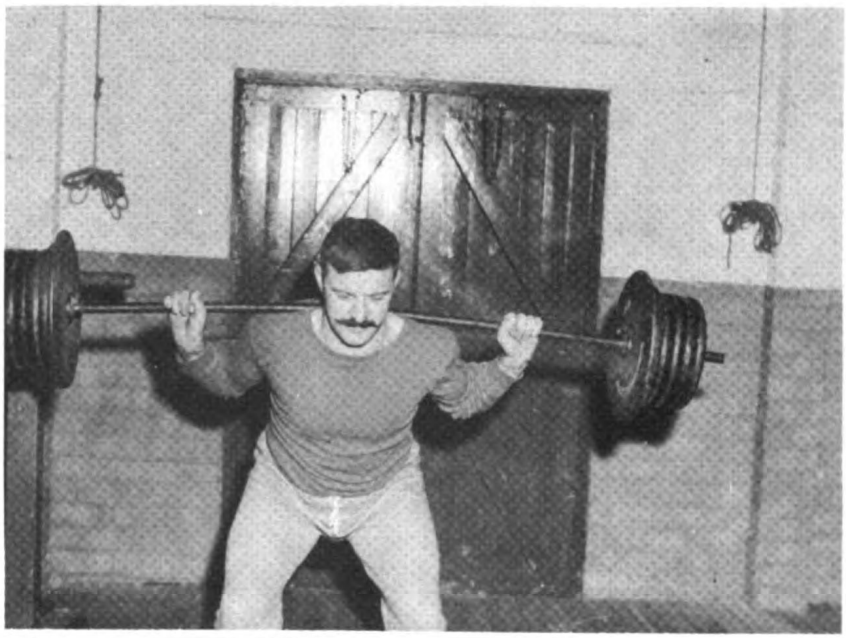




With five hours of engine time, this aircraft was landed at the Deenethorpe Base the middle of September. Mechanics were working in the bomb-bay when sparks from a torch caused an explosion in the oxygen system. This is the result. Aircraft sent to salvage.

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CAPT. "MIKE" MATRICIAN, duty navigator of the Group, was the champion weight lifter of the Station and has been known to lift 600 pounds without a quiver of his curly moustache. The "Mad Russian" (he speaks and writes the language) here is shown lifting a mere 300 pounds.



(Left) Sgt. B. C. Bensing, T/Sgt. J. R. Redmon and S/Sgt. J. D. Mello enjoy a box of sweets sent by Mrs. Jay A. Wade of Champaign, Ill., at the request of her husband, Lt. Wade, who wanted to remember the rigger who packed the 'chute which saved his life. Lt. Wade was a Prisoner of War when his wife sent the "thank you" box.



(Right) Sgt. F. Able, Cpl. C. S. Smith and M/Sgt. C. H. Brown have a right to look proud. They were members of the ground crew of the Flying Fortress "Hell's Angel Out of Chute 13", which had just returned from its 75th mission without a turnback due to mechanical reasons.

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COFFEE AND DOUGHNUTS from the Red Cross clubmobile were especially welcomed by night crews who worked all hours loading bombs and revving up the engines. The idea was pioneered at Col. Bowman's base.



THIRTY EIGHT YEARS in the Army was a special occasion for Maj. A. E. Barrs, who was presented a cake. He served as Station Courts and Board Officer. With him are Col. Bowman, Capt. A. H. Chapman, Miss Ethel Stevens, Red Cross Aero Club director, and Miss Susan Brown, Red Cross Program Director.



Col. Harold W. Bowman presents the Purple Heart posthumously to the English parents of Sgt. John C. MacQueen, killed on a mission to Schweinfurt.

Sgt. MacQueen, 18 years old at the time of his acceptance for service in London, was born in the United States but went to England with his parents a few years before the war.

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TWAN-N-G-G CRASHES

When Lt. Donald M. Schliemann was landing 7938 "Twan-n-g-g" from the Munster mission October 28, the landing gear buckled and this is the result.

"Twan-n-g-g" careened off the runway and came to a stop on the perimeter. No one was injured. Sgt. Ted M. Madden, tail gunner, was slightly wounded by flak on the mission. Note the picture of the wrecked airplane with the formation in the background. Lt. Schliemann, and his co-pilot, F/O Irving Mayrowitz, are standing in front of one of the twisted props.









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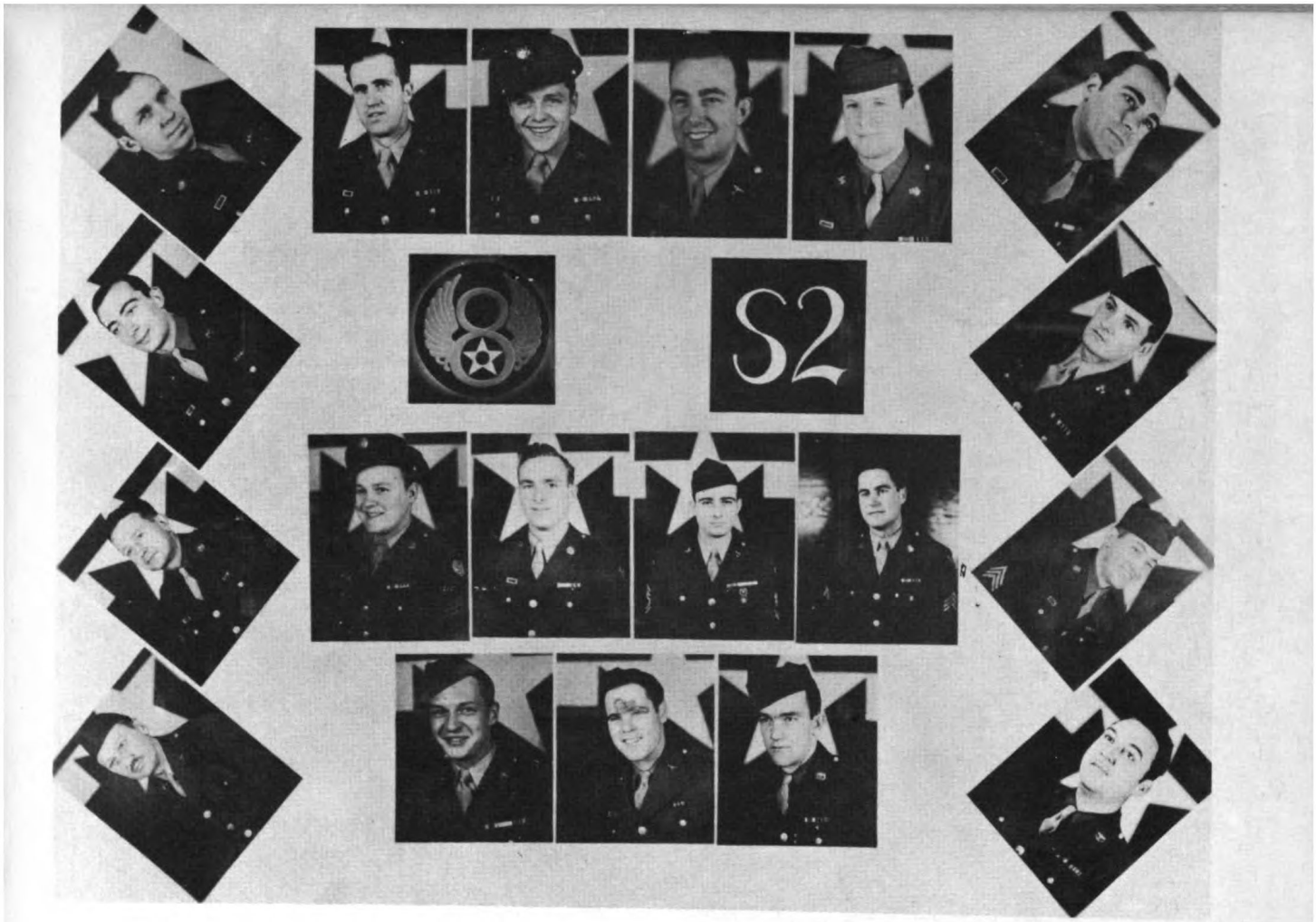


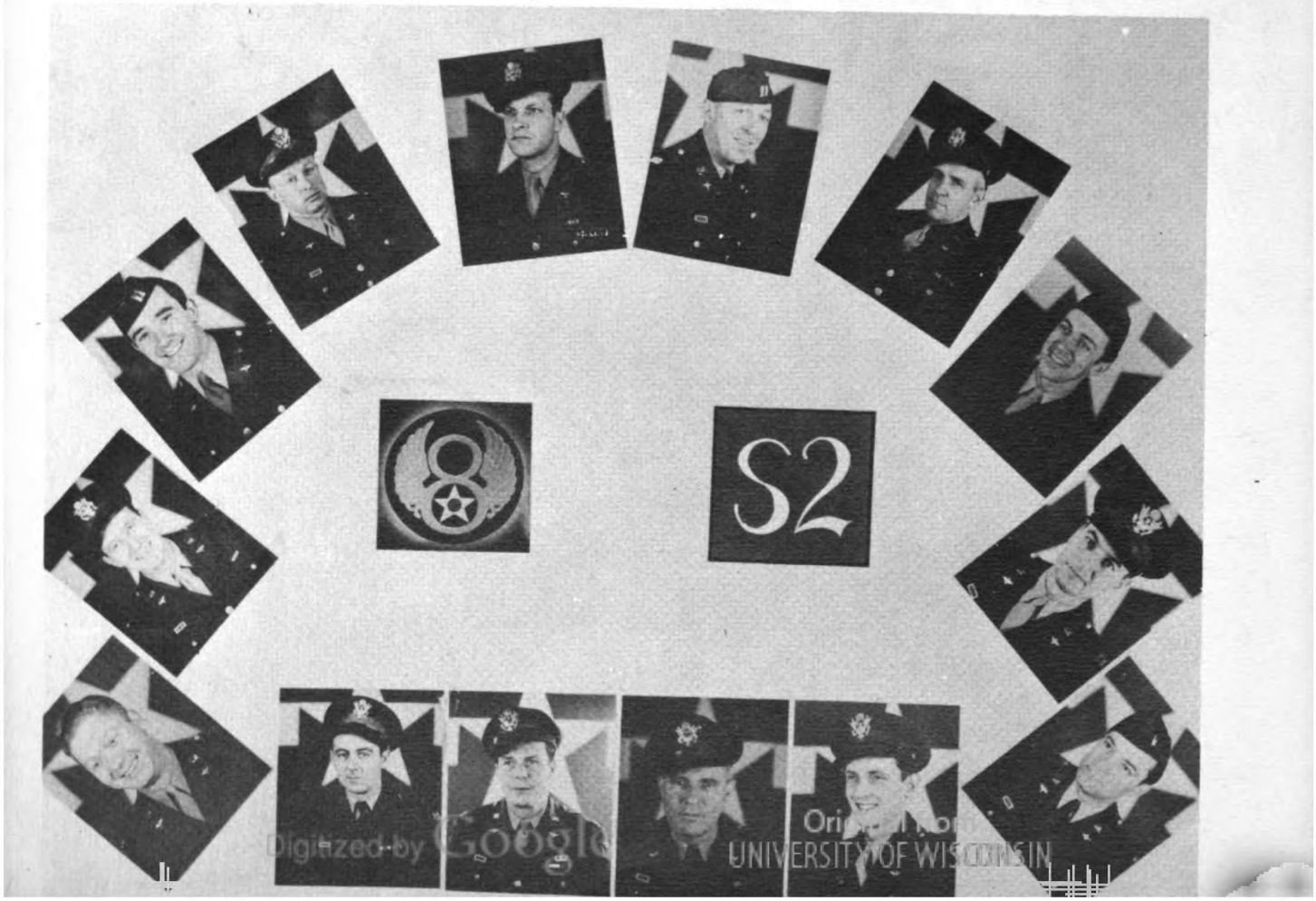
BOMB SIGHT
MAINTENANCE CREW

November MISSIONS 1944

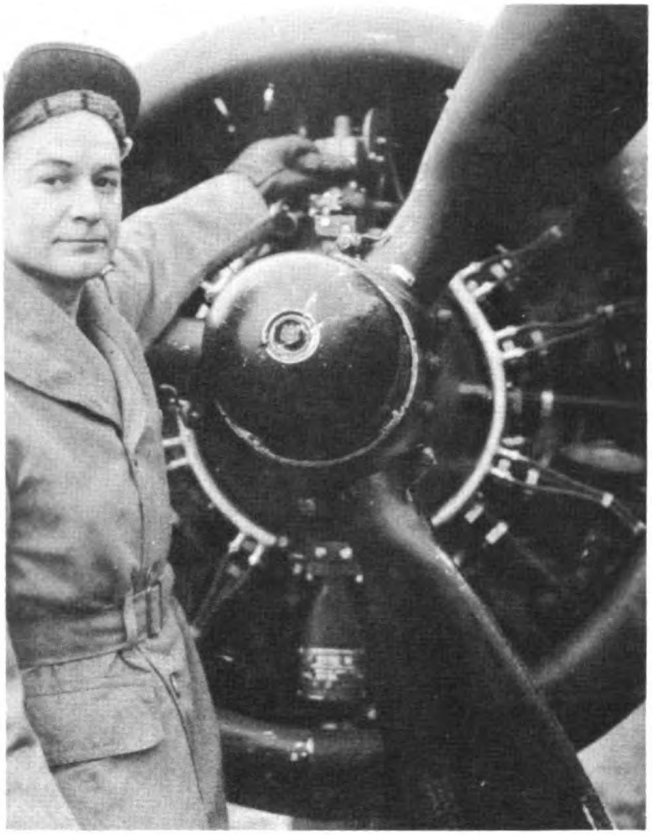
Date	No.	Target
2 November 1944	164	Merseburg
4 November 1944	165	Harburg
5 November 1944	166	Frankfurt
6 November 1944	167	Hamburg
8 November 1944	168	Merseburg
9 November 1944	169	Metz
16 November 1944	170	Eschweiler
21 November 1944	171	Merseburg
25 November 1944	172	Merseburg
26 November 1944	173	Misburg
29 November 1944	174	Misburg
30 November 1944	175	Bohlen

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M/SGT. HODIS

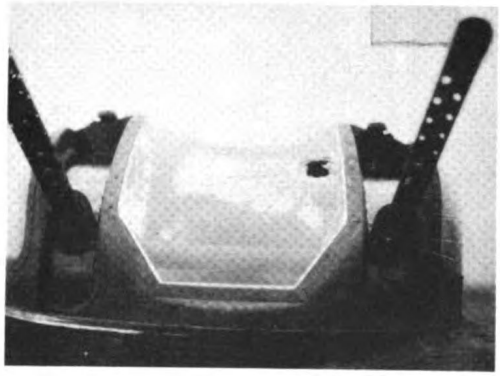
THE BRONZE STAR MEDAL was awarded M/Sgt. Vincent H. Hodis, line chief in the Group, "for meritorious conduct in the performance of outstanding services as line chief of a heavy bombardment squadron during the period from 23 April 1943 to 13 October 1944. . . . he has been responsible for the instruction and supervision of over one hundred men who service the aircraft and has spent much of his spare time lecturing to combat crews and demonstrating the new modifications and procedures on the operation of the Flying Fortress . . . "

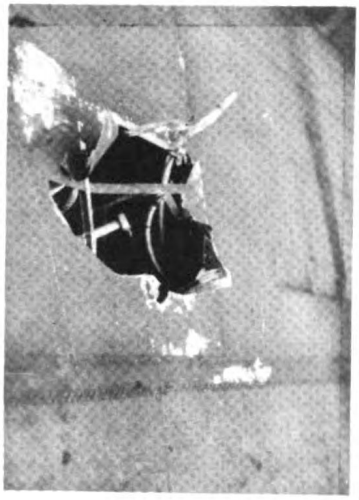
At the time of the award one of his Forts, "Hell's Angels out of Chute 13" had been on 81 operational missions without a turnback due to mechanical reasons.

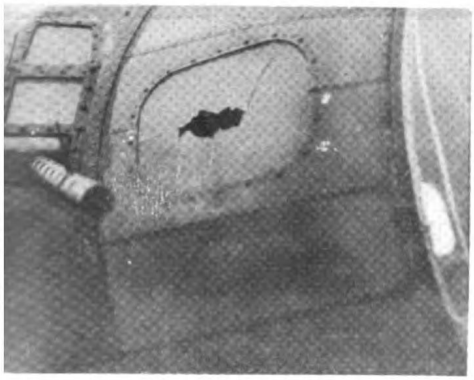
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Flak Damage











Henson (Chateauroux)



Trimble (Kassel)



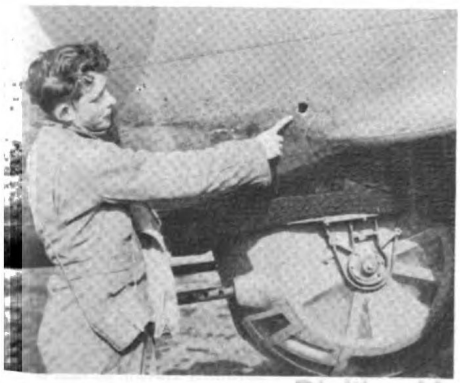
Fine (Leipzig)



Bryant Dessau



Halderman, Kunstman, Morrow (Leipzig)



Flynn (Dessau)

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Massey (French Invasion)
(Coast)



Punte (Le Bourget)



King, Sullivan (Luxembour



Pedro (Hamburg)



Mann, Rosenquist, Root
(Hamburg)



Morton (France)



Finchel (Hamburg)



Ridley (Hamburg)



Kuenning, Causey, White
(Hamburg)



Mackeller (Montbartier)



Anderson (Leipzig)



Barns (France)

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Ritchie (Leipzig)



Daniels (Germany)



Ameen (Germany)



Moor, Harwerth
(Northern Germany)



Geraldi (Germany)



Reardon (Berlin)



Moe, Carson (Germany)



Blevins (Merseburg)



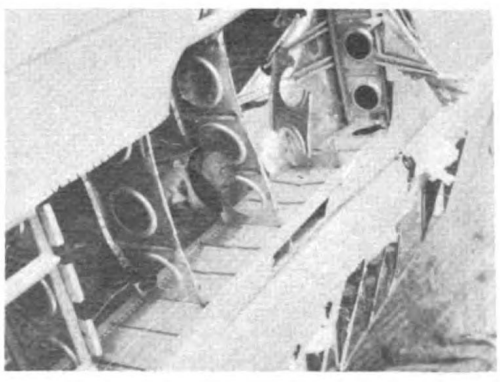
Turk (Ruhr Valley)



McCabe (Merseburg)



Claxton (Merseburg)



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Remley (Merseburg)



Missenheimer, Etters
(Munster)



Wood (Munster)



Knight, Braden (Merseburg)



Mabrey (Merseburg)



Aufrance (Merseburg)



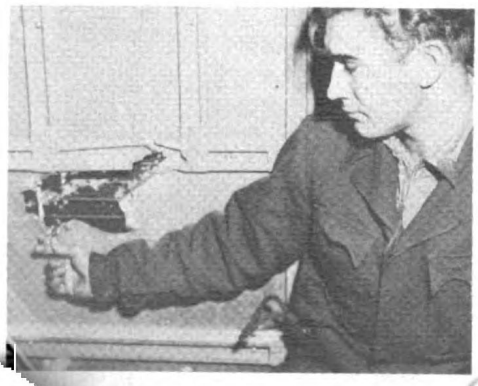
Minott (Germany)

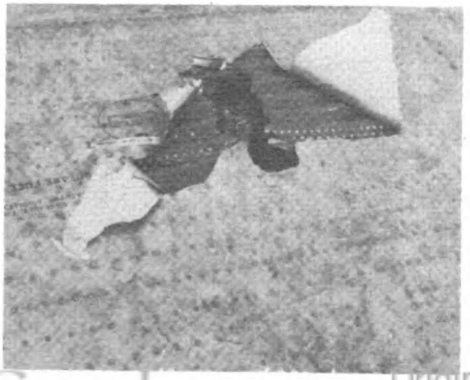


Mays, Monacella



(Ruhr Valley)

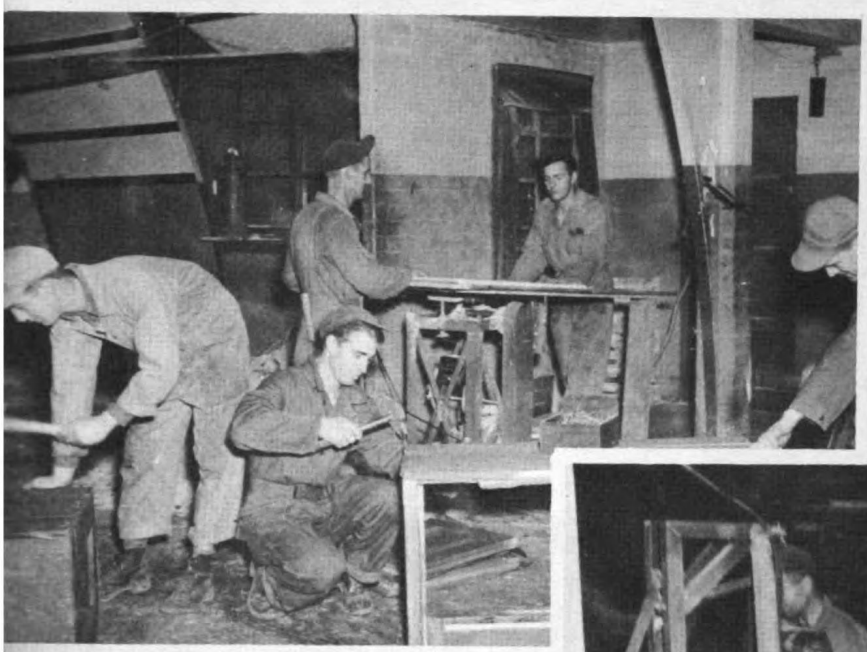




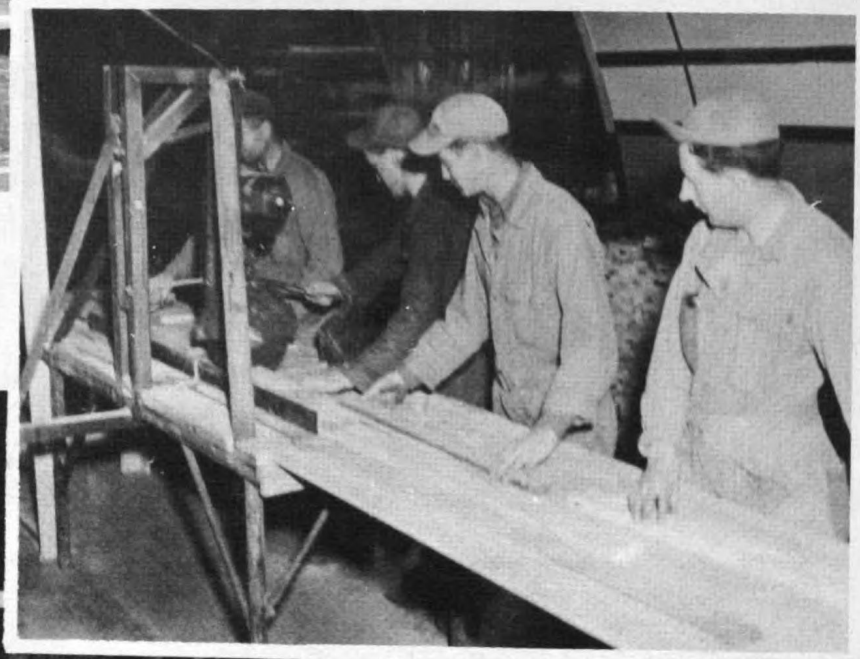


Kochel and Crew

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NOVEMBER 15, 1944, found us building packing boxes at the Base Carpenter shop, a thousand standard size and 500 odd sizes as ordered by the various departments, and wondering "what gives?"



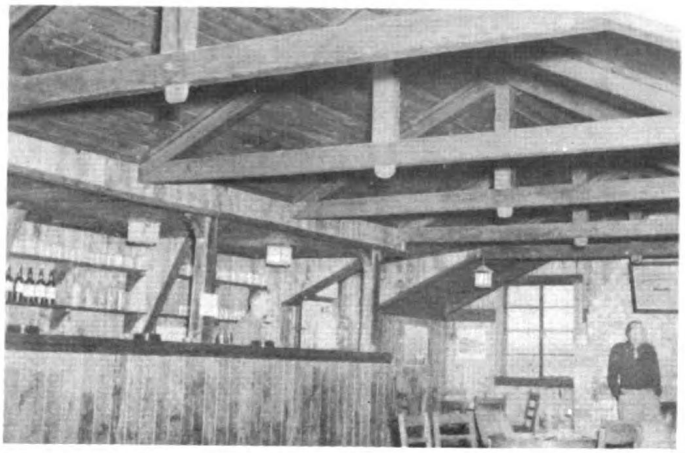




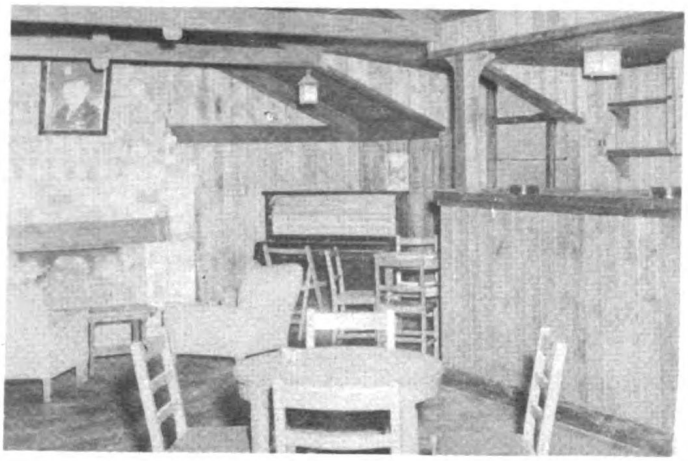
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OFFICERS CLUB REMODELED













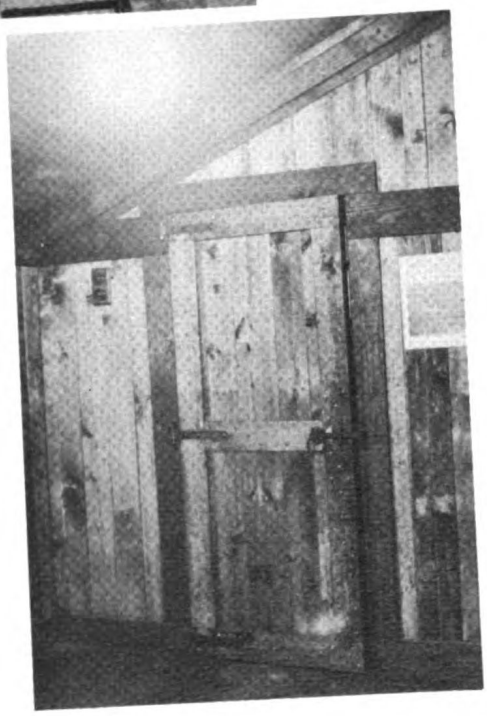
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PAY DAY CRAP GAME

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'FES' COMES BACK FOR MORE!

Back in the ETO for his second tour after a leave in the United States, Capt. Durward W. Fesmire, Squadron Bombardier, who as a master sergeant was bombardier on the famous "Susy Q" in the Southwest Pacific for 92 missions, completed 122 missions still going strong.

Capt. Fesmire was the most decorated man in the 401st Group: the Silver Star with two oak leaf clusters, the DFC with one cluster, Air Medal with six clusters, the Distinguished Unit Citation with four clusters, Asiatic-Pacific ribbon with four bronze stars, ETO ribbon with two bronze stars, American Defense and Good Conduct ribbons.

"I've got about everything but the Purple Heart," he said, "and I'm not looking for that."

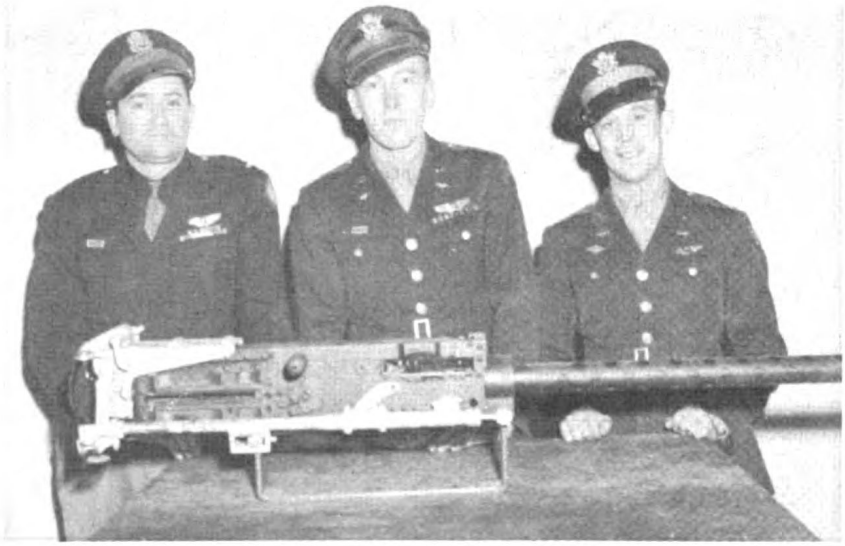
He received the Silver Star in May, 1942, for a mission to Rabaul, the first cluster in July, 1942, for his part in the sinking of a Jap convoy and the third in August of the same year for air support of the Guadalcanal landings. The bronze stars on the Asiatic-Pacific ribbon are for the Philippines, Java, Papuan and Solomons campaigns and the bronze stars on the ETO ribbon represent the European Air Offensive prior to D-Day and for the Air Corps' part in aiding the invasion since D-Day. The Distinguished Unit Citations are those awarded to his old unit, the 19th Bomb Group, and one received along with his ETO division for the great air battle over Oschersleben, Germany, January 11, 1944, in which he participated.

Returning to the United States after his Pacific tour, Capt. Fesmire received a direct commission as first lieutenant and then took part in a bond selling tour. He previously served in Panama, Hawaii and Australia, and married an Australian girl.

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GUNNERY

Gunnery instruction at the 401st Base was constant and careful. This rigid training schedule paid good dividends and the massed firing power of a tightly packed formation, plus the deadly accuracy of the gunners, proved too much for the attacking fighters.



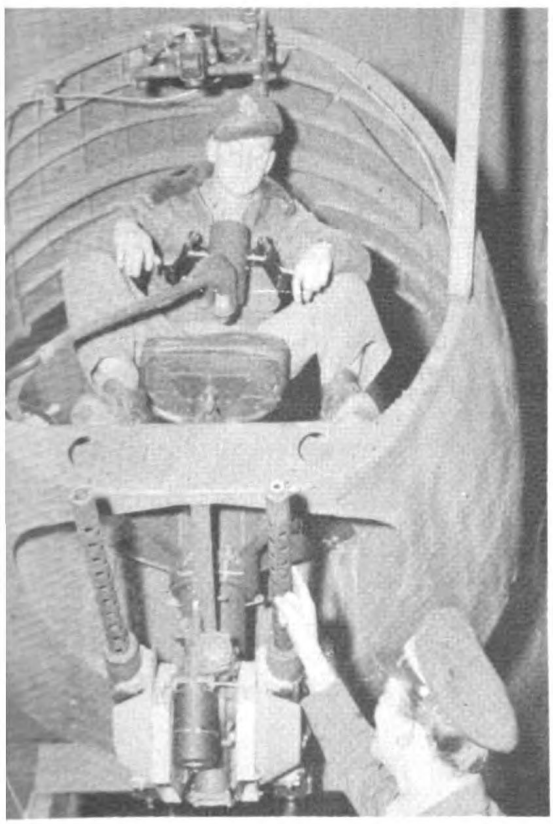
LT. T. H. HOLLAND, LT. J. J. CONLEY, LT. G. H. WILLIAMS



S/SGT. R. D. MACHIETTO

LT. T. H. HOLLAND

(Below) 1st Lt. Robert J. King a navigator, is instructed in the use of the chin turret by T/Sgt. Bert B. Bessellieu.

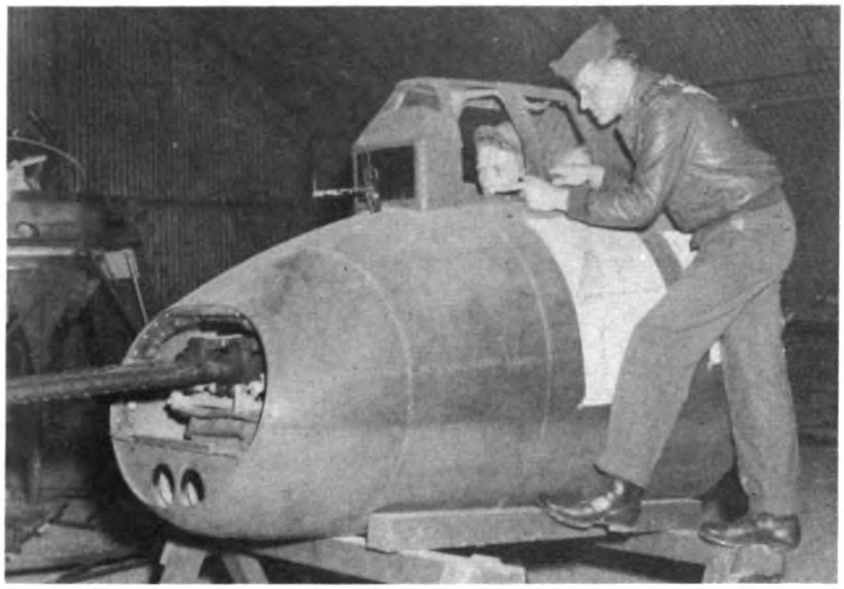




T/SGT. J. D. DISSKON

T/SGT. T. R. STOKESBERI

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S/SGT. A. P. MACHASICK

T/SGT. C. E. ALLEN



W. E. DIXON



BURNS

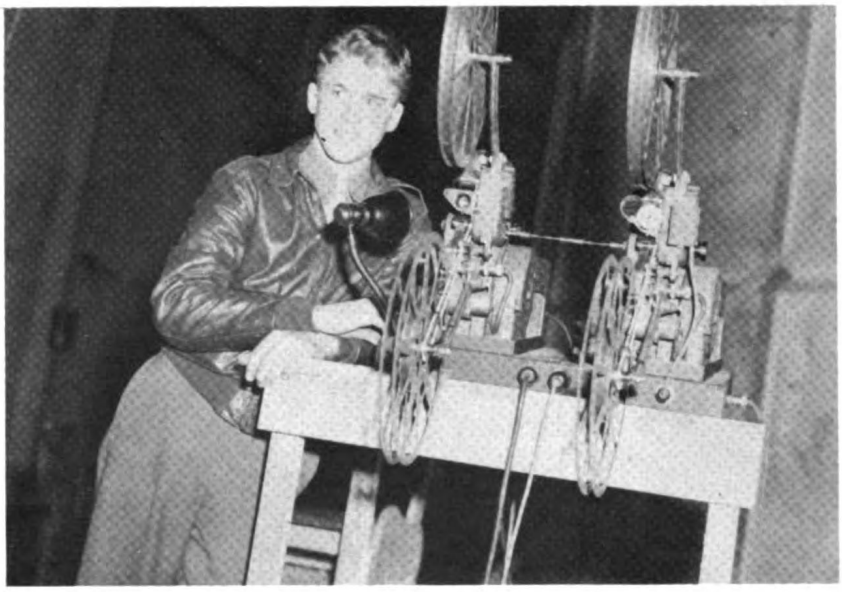


GT. E. A. SOKOLOWSKI

S/SGT. A. P. MACHASICK



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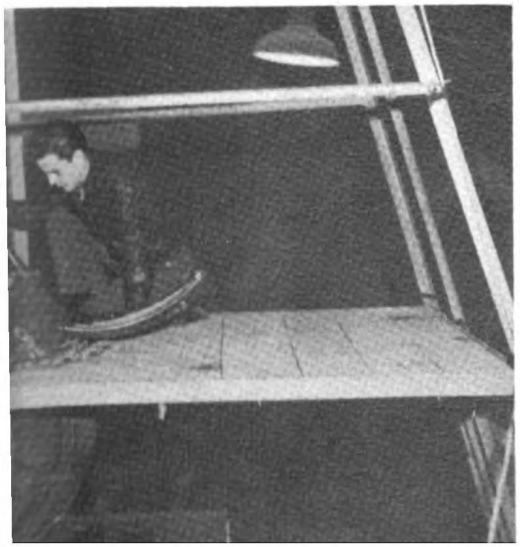


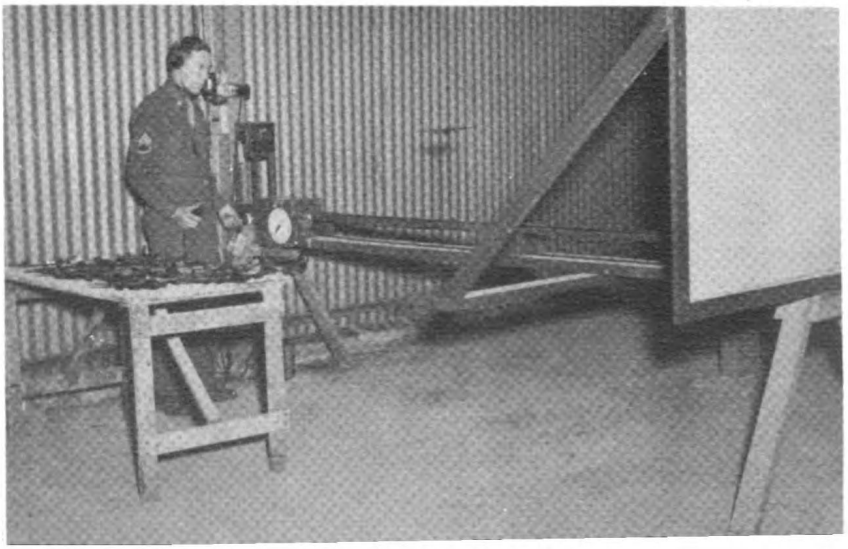
S/SGT. MALCOLM F. SMITH





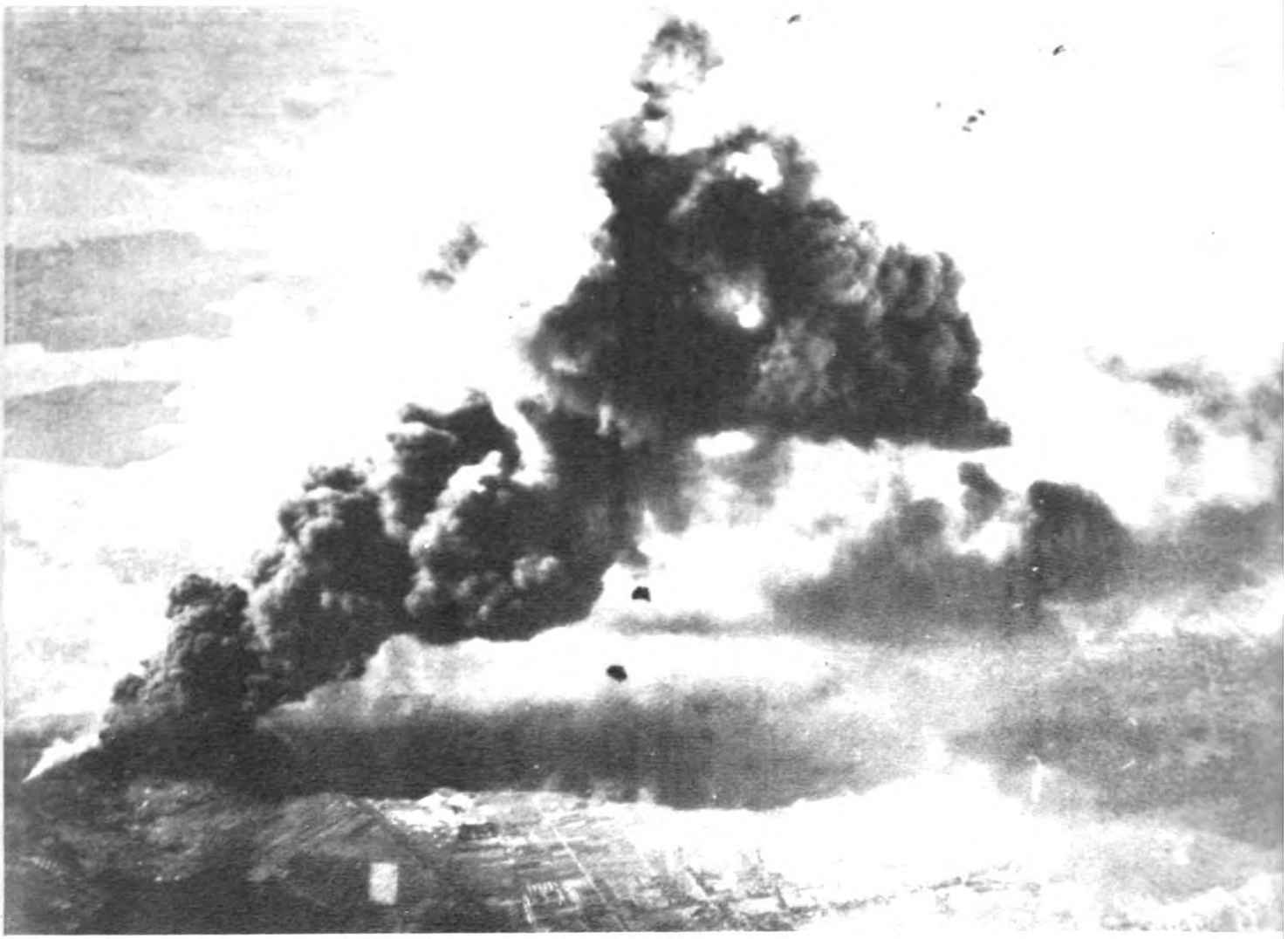
COL. BOWMAN AND GUNNERY INSTRUCTORS





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MISBURG OIL



Terrific Flak Costs 56 Heavies

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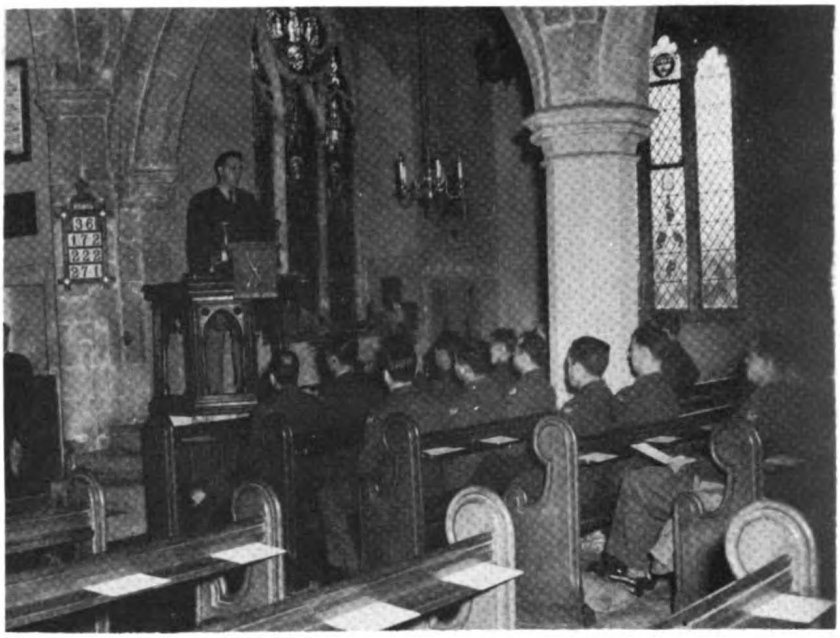
THANKSGIVING DAY SERVICE

FOR THE AMERICAN FORCES.

CRANSLEY CHURCH,

CRANSLEY, NORTHAMPTONSHIRE.

Thursday, November 23rd, 1944.









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LT. HOAG

Blinded by Flak, Navigator Sticks to Job

A FORTRESS BASE, Dec. 20—The fragments of a flak burst struck 2/Lt. Carl L. Hoag, B17 navigator in the face and eyes, rendering one eye useless and paralyzing the muscles of the other. Nevertheless, he plotted a direct four-hour course for the Fortress Mary Alice from Germany to England through dense cloud—holding open the somewhat-good eye with his finger-tip.

Almost unconscious from lack of oxygen, Hoag insisted on staying at his post. 2/Lt. Martin Karant, co-pilot from Chicago, repaired the navigator's oxygen system.

The pilot, 2/Lt. George K. Craft, of Helena, Ark., gave Hoag the air speeds and instrument readings while other crewmen furnished verbal map data. By mental calculations the wounded navigator obtained a correct reading and the flak-battered Fort, with two engines knocked out, made an emergency landing in England.

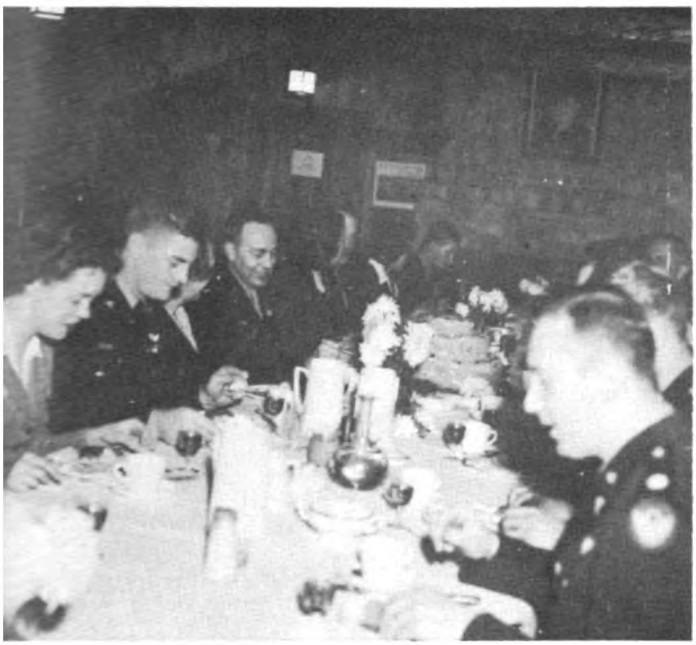
Hoag, who has recovered full vision in one eye and is recovering from wounds in the other, has been awarded the DSC, second highest U.S. decoration, for his "extraordinary heroism" of Nov. 30.

December MISSIONS 1944

Date	No.	Target
4 December 1944	176	Kassel
5 December 1944	177	Berlin
6 December 1944	178	Merseburg
11 December 1944	179	Frankfurt
12 December 1944	180	Merseburg
15 December 1944	181	Kassel
19 December 1944	182	Schleiden/Coblenz
24 December 1944	183	Coblenz
27 December 1944	184	Gerolstein
28 December 1944	185	Rheinbach
29 December 1944	186	Binger
30 December 1944	187	Kaiserslautern
31 December 1944	188	Krefeld

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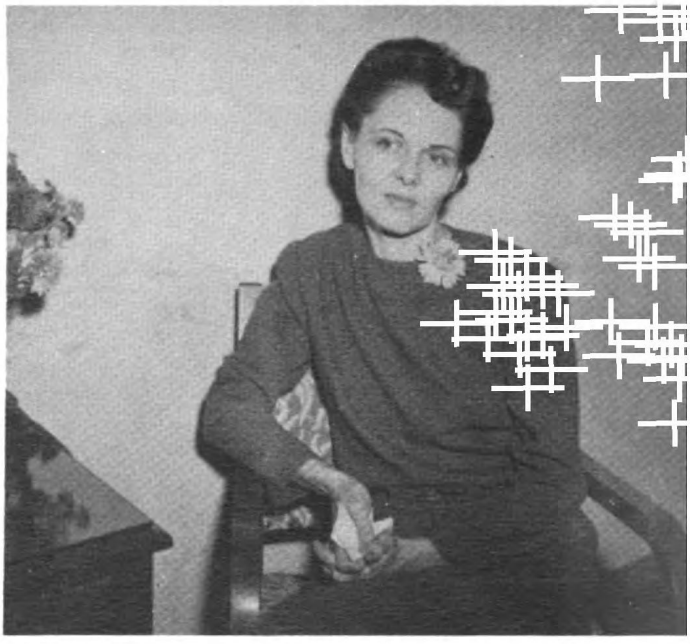
December 5, 1944 . . . Col. Bowman Leaves, . . .Col. Seawell Takes Over





Scenes at Reception Honoring Col. Bowman, who left 401st Group upon his appointment to the staff of Lt. Gen. Carl Spaatz.





This beautiful old silver tea service, valued at more than $500, was presented to Mrs. Bowman by Officers of Station 128 on the occasion of Col. Bowman's departure from the Group. Mrs. Bowman is shown at right.

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Sub-Depot Party

500 Planes Overhauled

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Chief Warrant Officer H. P. Vanderhoef is wed to Miss Agnes Scobie Gailey, daughter of Mr. and Mrs. Hugh Gailey of Corby, Northamptonshire. Attendants were Miss Esther Gailey, sister of the bride, and 1st Lt. Stanley G. Deines, ordnance officer.



Left: ROG Party



Right: COURTS and BOARDS. Major Barrs, S/Sgt. Meyers, and S/Sgt. Leach.

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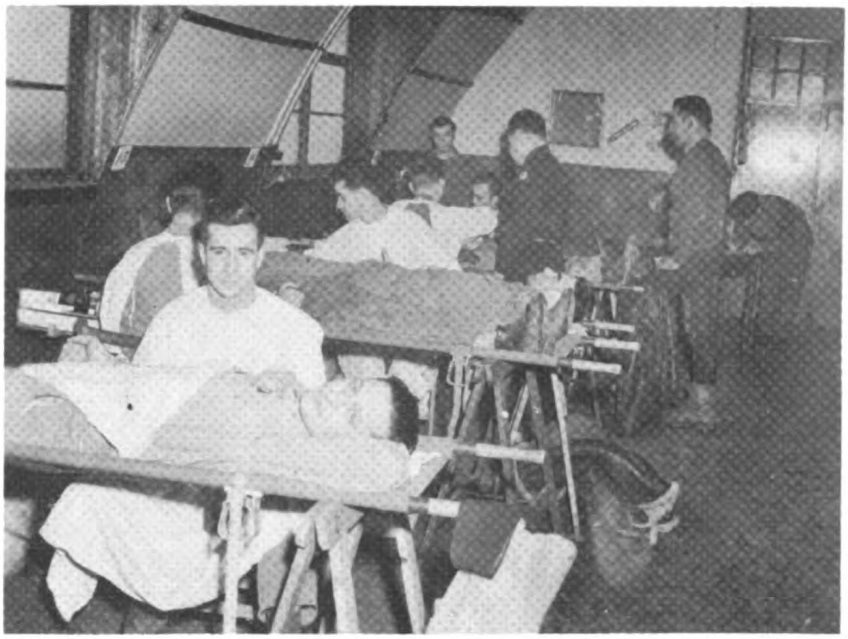
On the 21st and 22nd of December, 1944, the Base was visited by a Congressional Delegation composed of the Hons. Norris Poulson, Republican, Los Angeles, Calif., representing the 13th District in his state, and La Vern R. Dilweg, Democrat, Green Bay, Wis., representing the 8th District.

The visitors were met at Northampton by Maj. Walter Lindersmith, Maj. Charles A. Brown, Executive Officer and Capt. Gordon R. Closway, PRO. A dinner at the Officers Club was given in their honor by Col. Seawell and the following day was spent in inspecting the Base.

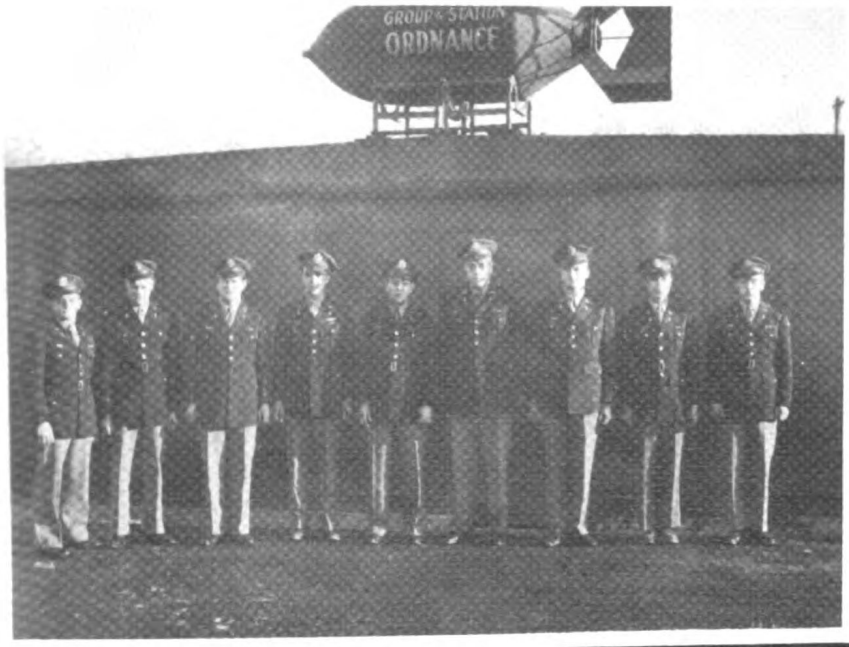
After the dinner the Congressmen met Officers and Enlisted Men from California and Wisconsin. Mr. Dilweg is a former Marquette University football star and played seven seasons with the Green Bay Packers. While on his visit he met the former football stars in the 401st Group.

From the Deenethorpe Base, the visitors went to Kings Cliff to inspect a fighter station.

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When the call for blood plasma came to Station 128 men of the 401st volunteered without hesitation. Here one of the "ground grippers", Capt. Samuel Goldblatt, is seen giving a pint of blood. Attendants are from the mobile blood bank, on its third visit to the station.



STATION
ORDNANCE
OFFICERS

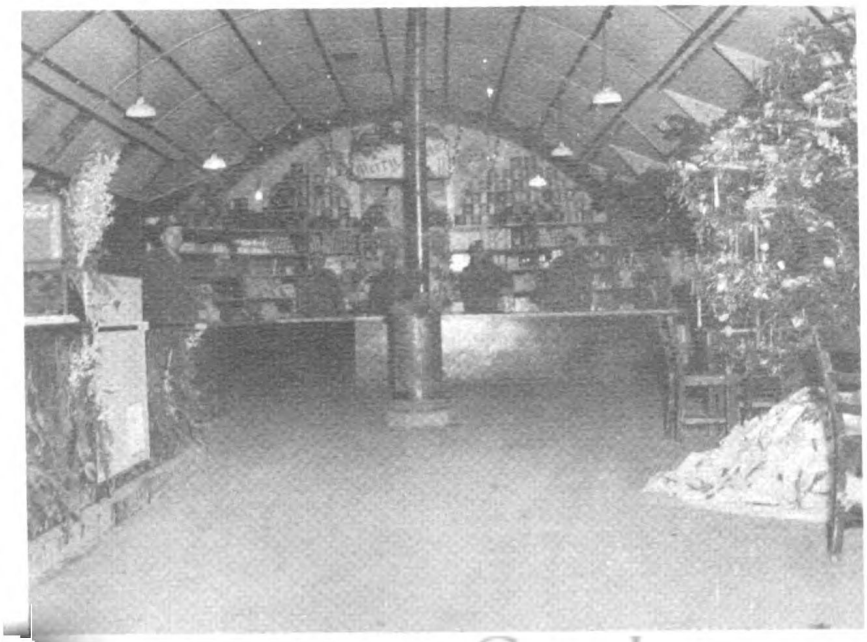


(Right) For gallantry in action over Munster Oct. 28, F/O Elmer B. Crossman was decorated with the Silver Star, shown receiving the award from Brig. Gen. J. K. Lacey, Commanding General of a combat wing in the First Bombardment Division.

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CHRISTMAS 1944

G.I.s like kids and the English kids like G.I.s. Never was this statement better illustrated than on 23 December, 1944, when nearly 800 children from Weldon, Deene, Deenethorpe, Corby and Benefield were entertained at a Christmas Party at the base. Festivities opened with a huge dinner served at the Combat Mess and Consolidated Mess with each youngster being the guest of a soldier. They had everything from Roast Pork to Ice Cream. Then they went to the Base Theater for a show after which they were guests at a Christmas Party at the Aero Club. When each kiddie went home he was given a big bag of candy, oranges and a picture of a Fortress formation with a word of Christmas Greeting, "From the Yanks of the 401st Bomb Group" signed by Lt. Col. W. T. Seawell, Commanding Officer. It was a great day for the children and soldiers alike and one of the most successful parties given on the Base. Special Services arranged the party with the help of Chaplains and the various Base Organizations.







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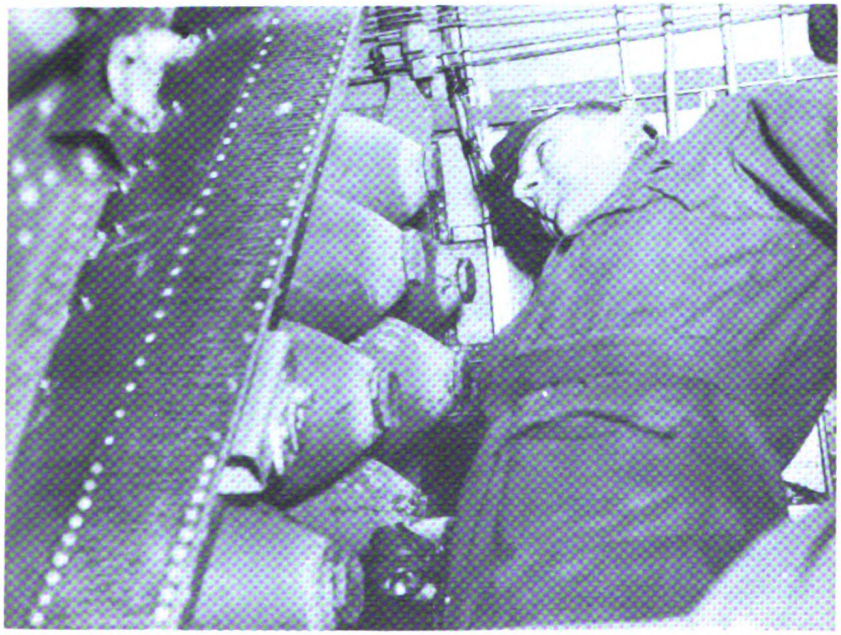
ORDNANCE COMPANY PARTY





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GI Invents Automatic Bomb Release

WASHG. POST

A device which salvos bombs automatically with the highest precision, taking the human element of error out of high altitude bombing, has been invented by Master Sergt. Waclaw M. Osinski, Westfield, Mass., chief armorer at a Flying Fortress base in Britain.

Reports from the 401st Bomb Group headquarters, available here yesterday, told about the success of the sergeant's invention. When the 401st Bomb Group adopted it the group climbed to first place for bombing accuracy in the First Bombardment Division. Thereupon Brig. Gen. H. M. Turner, commander of the division, ordered all lead aircraft of his bases to adopt the device.

Sergeant Osinski's invention is an all-electric mechanism which releases the bombs automatically when focusing hairs of the bombsight are aligned with the target, and eliminates use of hand levers by the bombardier. Previously, the bombardier had to aim his sight, then reach over to release the bombs. Now he is able to give all his time to aiming the sight. Another advantage of the device is its safety factor when heavy bombers are used in support of ground troops, enabling the bombardier to lay his bombs with less danger to advancing ground troops.

Again, the new system is a positive release which offsets the chances of jammed levers which cause "hung" bombs.



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January MISSIONS 1945

Date	No.	Target
1 January 1945	189	Kassel
3 January 1945	190	Hermulheim
5 January 1945	191	Coblenz
6 January 1945	192	Kempemich
7 January 1945	193	Bitburg
10 January 1945	194	Euskirchen
13 January 1945	195	Maximiliansau
14 January 1945	196	Cologne
17 January 1945	197	Paderborn
21 January 1945	198	Aschaffenburg
22 January 1945	199	Sterkrade
28 January 1945	200	Cologne
29 January 1945	201	Bad Kreuznach

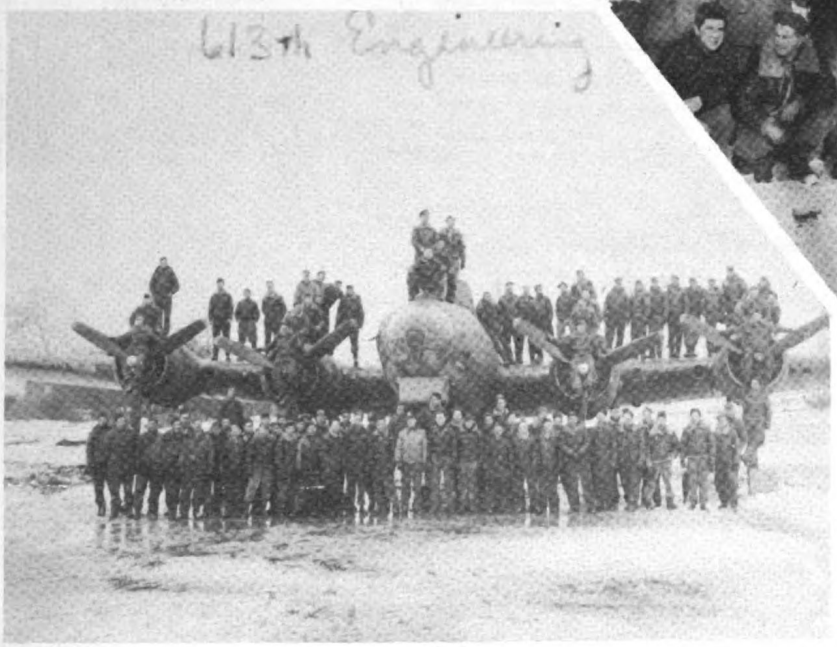
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"HOMESICK ANGEL"

SUB-DEPOT ENGINEERING





613th ENGINEERING

"CHUTE THE WORKS"



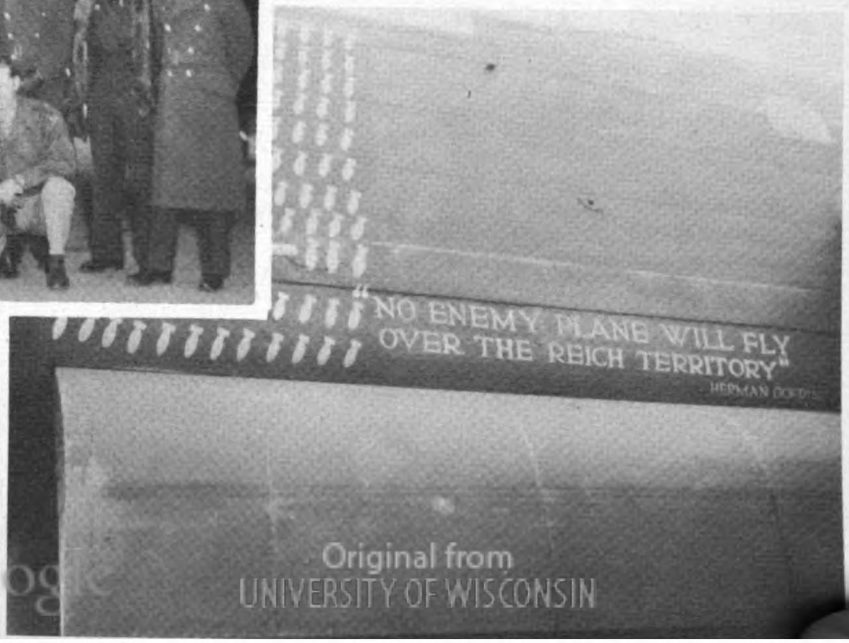
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401ST BOMB. GROUP OPERATIONS





"LANC" CREW VISITS BASE



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200th MISSION

COLOGNE

28 JANUARY 1945



Above: Lead Crew



Right: Leading the Group on its 200th mission were these three pilots, left to right, 1st Lt. George S. Schaunaman, Maj. William C. Garland, and Capt. Robert L. Stelzer. Major Garland was Air Commander and Capt. Stelzer and Lt. Schaunaman were squadron leaders.

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Gen. Doolittle Is A Guest At "200th" Party

History will record the job done by the heavy bombers as being largely responsible for stopping the recent German breakthrough, Lt. Gen. James H. Doolittle, Commanding General of the Eighth Air Force, declared in a speech given at the 200th mission celebration of the 401st Bomb Group.

"The Germans ran out of supplies because you destroyed those supplies," he said, "and you destroyed the roads and railroads on which those supplies were shipped."

"The Hun is on the ropes. He is groggy. Now is the time to knock him out. You've done a splendid job so far. Now give him everything you've got and get it over with."

Other guests who spoke briefly were Brig. Gen. Howard M. Turner, Commanding General 1st Air Division and Col. E. A. Romig, Combat Wing Commander. They were introduced by Lt. Col. W. T. Seawell, Commanding Officer of the 401st.

The Group's 200th mission also was the 133rd Heavy Bomber mission for Capt. Durward W. Fesmire, a squadron bombardier. All of Capt. Fesmire's missions were in Flying Fortresses, 92 in the Southwest Pacific.

Music was furnished by the Flying Yanks 8th Air Force orchestra amid a carnival atmosphere.





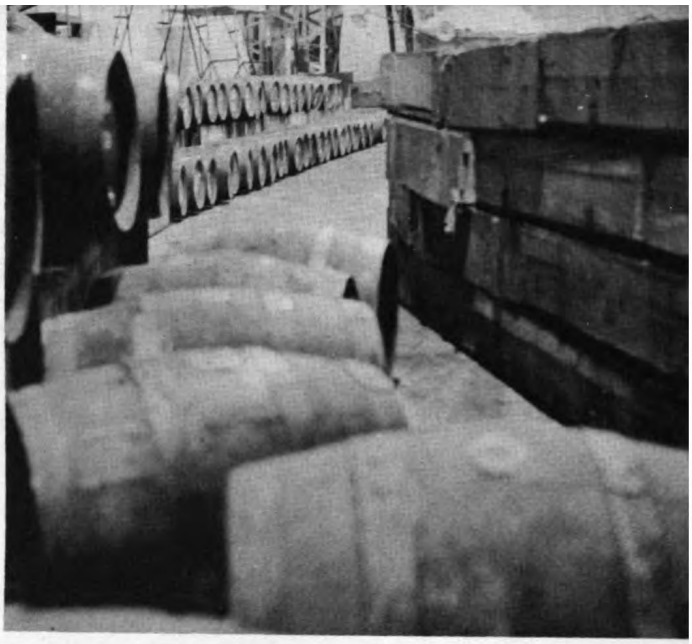


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February MISSIONS 1945

Date	No.	Target
1 February 1945	202	Ludwigshafen
3 February 1945	203	Berlin
6 February 1945	204	Giessen/Eisfeld
9 February 1945	205	Lutzkendorf/Eisenach
10 February 1945	206	Dulmen
14 February 1945	207	Dresden
15 February 1945	208	Dresden
16 February 1945	209	Gelsenkirchen
20 February 1945	210	Nuernberg
21 February 1945	211	Nuernberg
22 February 1945	212	Ludwigslust
23 February 1945	213	Ottingen
24 February 1945	214	Harburg
25 February 1945	215	Munich
26 February 1945	216	Berlin
27 February 1945	217	Leipzig
28 February 1945	218	Soest

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The "Betty J," last of the origina **Forts which started combat with** th **401st . . . 993 hours flying** time, 43 **in combat over the Reich. Twenty seven crews flew her on 59 mission with 15 engine changes, three win changes, 324 battle scars.**



Right: Col. Bowman returns to the Base for a brief visit.



Left: Lt. Nolan and crew with "Hell's Angels Out of Chute 13"— 100 consecutive missions without a turnback!

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613th ENGINEERING



CONSOLIDATED MESS

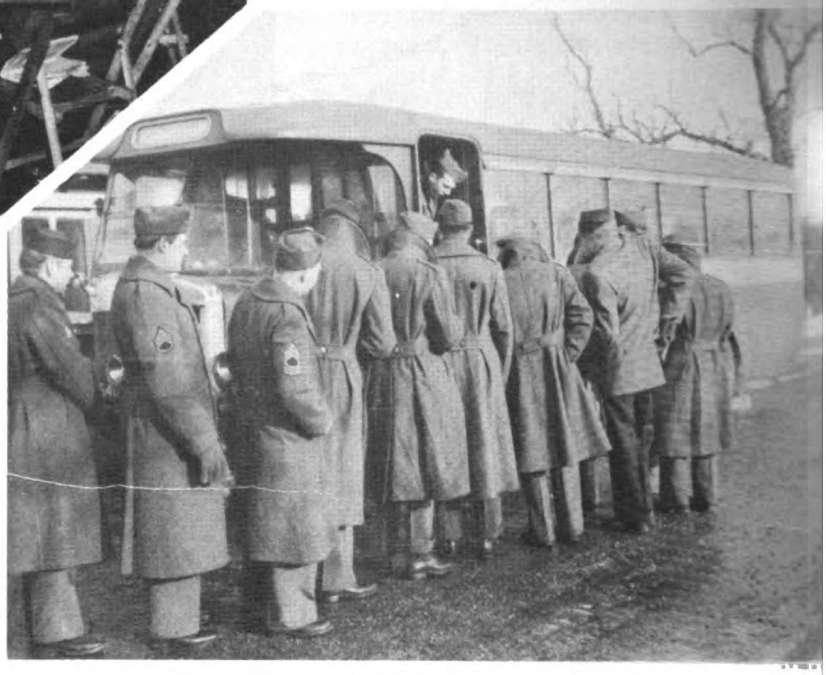


LT. EHLERS AND
CONSOLIDATED MESS STAFF

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AERO CLUB



BENEFIELD BLUEHOUND



T/SGT. CAMPBELL

Classified 4-F by his local draft board, T/Sgt. Clarence L Campbell made 12 attempts to enlist in the American Army and one in the Canadian Army before he was finally accepted, to stack up the following record: He flew the four missions with the Eighth Air Force in the fall of 1942, when fighter escort was unheard of. He has received confirmed credit for destroying two Messerschmitt 109s. Seventy-nine missions over Germany, France, during which 20 members of his various crews were killed. Wears Distinguished Unit Citation, with one cluster, Air Medal with 14 clusters and the ETO ribbon with six bronze battle stars.

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HEADQUARTERS S-1 SECTION
LT. DIRKES, PERSONNEL SECTION



LT. JUDGE, ASST. ADJUTANT



/SGT. ADAMS

SGT. LAWSON



M/SGT. ADAMS, SGT. MOORE, PVT. SCHWESKA



GT. MOORE, SGT. LAWSON, PVT. SCHWESKA,
SGT. ADAMS



V. CAREY, J. SCHWESKA, SGT. LAWSON

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Congressman Charles M. La Follette (R.) Evansville, Ind., visits Base. He is greeted by Col. Seawell . . .



. . . visits with Indiana men



. . . is dinner guest at Officers Mess

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AND THEY ALL CAME OUT ALIVE!



When Aircraft 125 (615th Squadron) crashed with a full load of bombs near the Cettesmere buncher late in January, this is the result. All members escaped. Three were seriously injured but recovered, and six were able to return to home base after the crash.



AERO CLUB 1ST BIRTHDAY PARTY,
FEB. 10, 1945

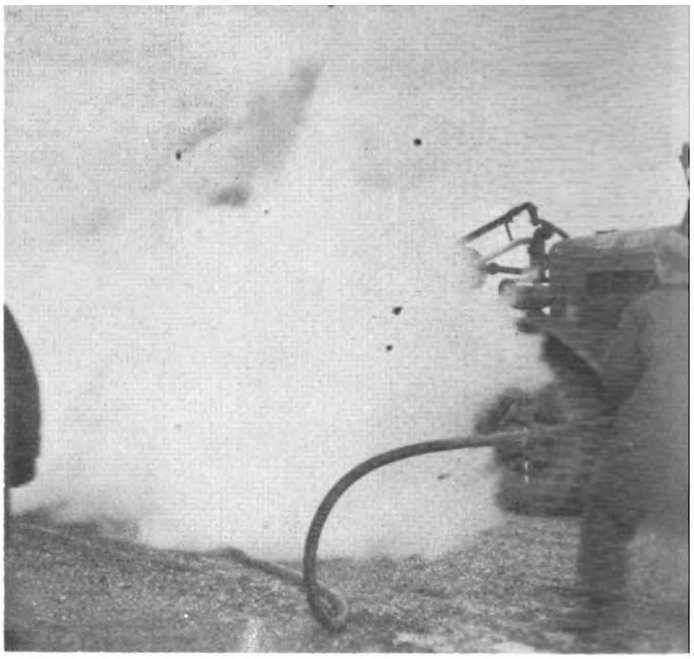




) Staff included Sgt. James H. Rieser (above) and Sgt. Katz, both of whom contributed greatly to the gathering aterial for this book. Capt. Gordon R. Closway was P.R.O.

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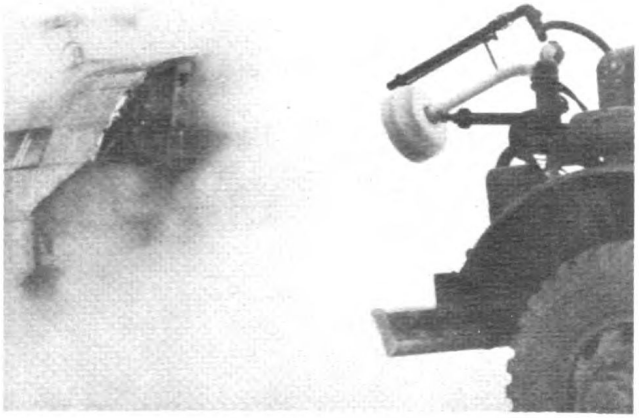






FIRE DEPARTMENT









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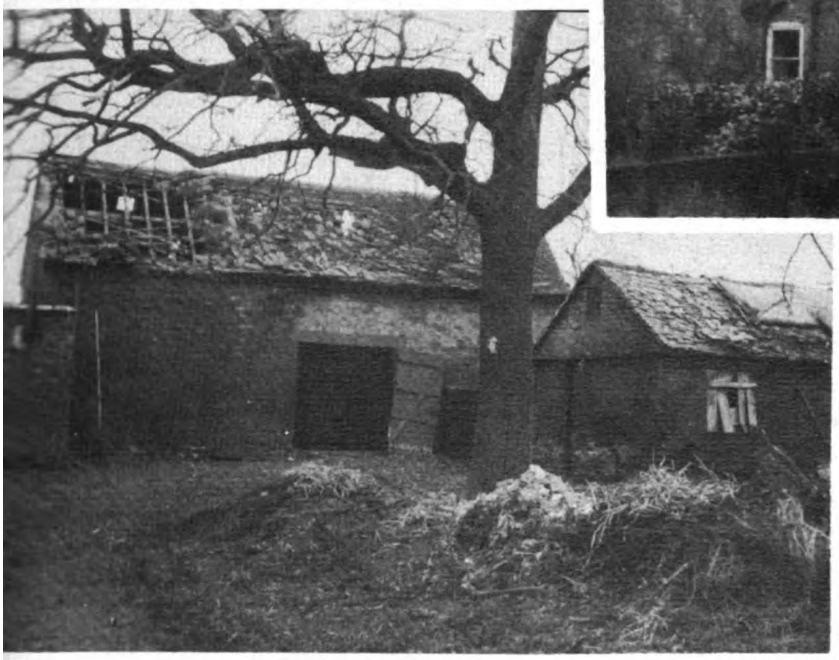
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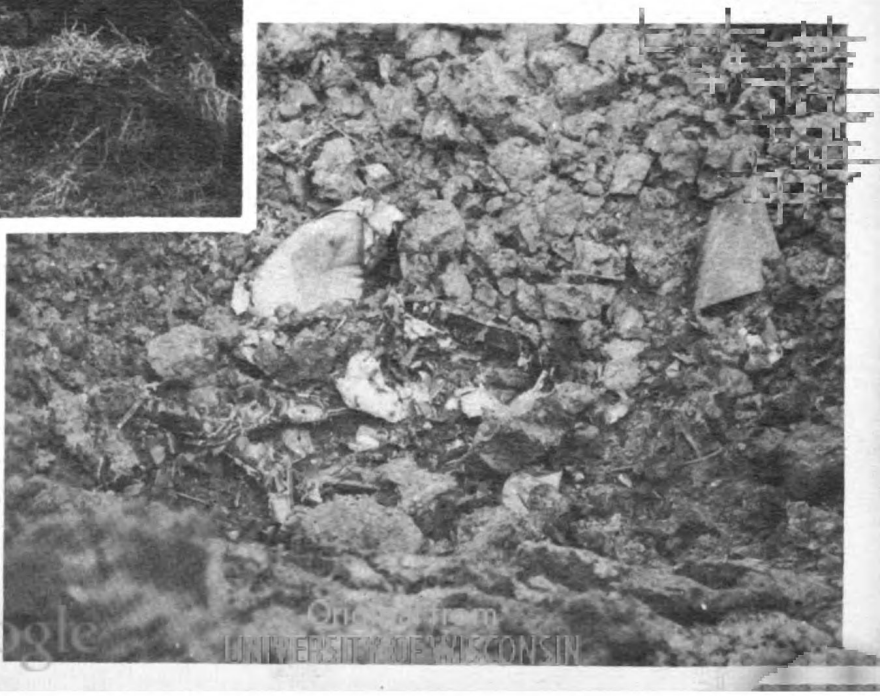
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Rude Awakening But No Injuries









These photos show damage to English house and barn from explosion of loaded B-17 nearby. The crew had bailed out when fire got out of control.

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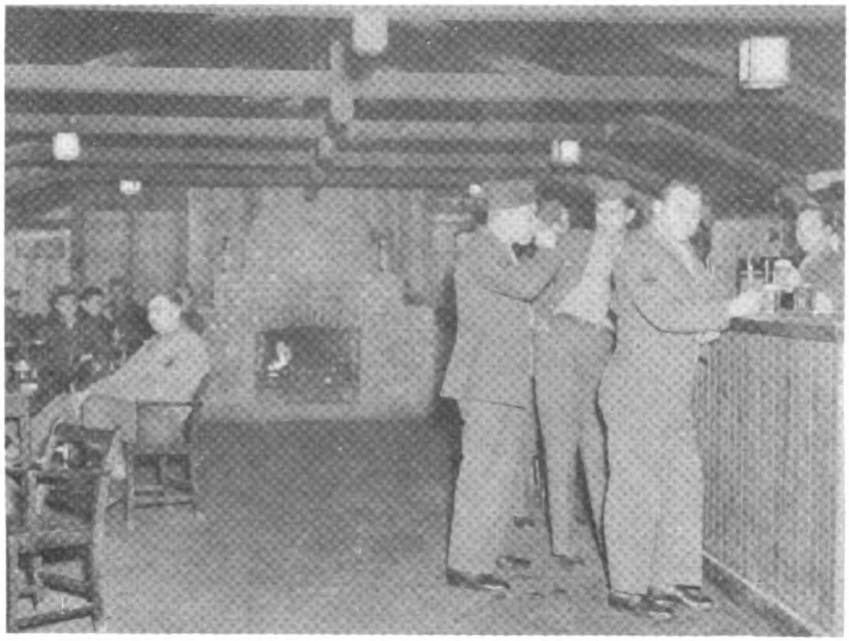


March MISSIONS 1945

Date	No.	Target
1 March 1945	219	Heilbrom
2 March 1945	220	Chemnitz
3 March 1945	221	Chemnitz
4 March 1945	222	Schwabmunchen
7 March 1945	223	Siegen
8 March 1945	224	Essen
10 March 1945	225	Hagen
11 March 1945	226	Bremen
12 March 1945	227	Swindemunde
14 March 1945	228	Lohne
15 March 1945	229	Zessen (Berlin area)
17 March 1945	230	Molbis
18 March 1945	231	Berlin
19 March 1945	232	Plauen
21 March 1945	233	Hopsten
22 March 1945	234	Barmingholten
23 March 1945	235	Gladbeck
24 March 1945	236	Rheine, Germany
24 March 1945	237	Twente Enschede
28 March 1945	238	Berlin
30 March 1945	239	Bremen
31 March 1945	240	Weimar

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SERGEANTS CLUB





Board of Governors—Sergeants' Club



Left: Crew of "Diana, Queen of the Chase" which flew with 401st from February 1945 until V-E Day. Photo was made after "Diana" had flown through 100 missions without an abortion. The men are: Back row, Kenneth A. Jeter, Jewell Hall, Louis Crosby, Si Parsons (co-pilot), Bill Kuhn, Kenneth V. Moore, Ray Zacamy (navigator) and Glenn Brockway. Center, Darwin (Chris) Cristman (crew chief), Lloyd Harveson, pilot. Kneeling · are assistant crew chiefs "Jay" and "George".

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ALL ABOARD FOR PARIS!

18 MARCH 1945

FIRST INSPECTION TOUR

Left: Capt. Ralph Dempsey, pilot; Lt. Col. Ralph J. White and Capt. W. W. Dolan, lead bombardier, in front of blasted remains of Le Bourget airdrome. The 401st led the division on the mission in June 1944, which caused this devastation.

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614th ORDERLY ROOM



614th ORDERLY ROOM BOSSES



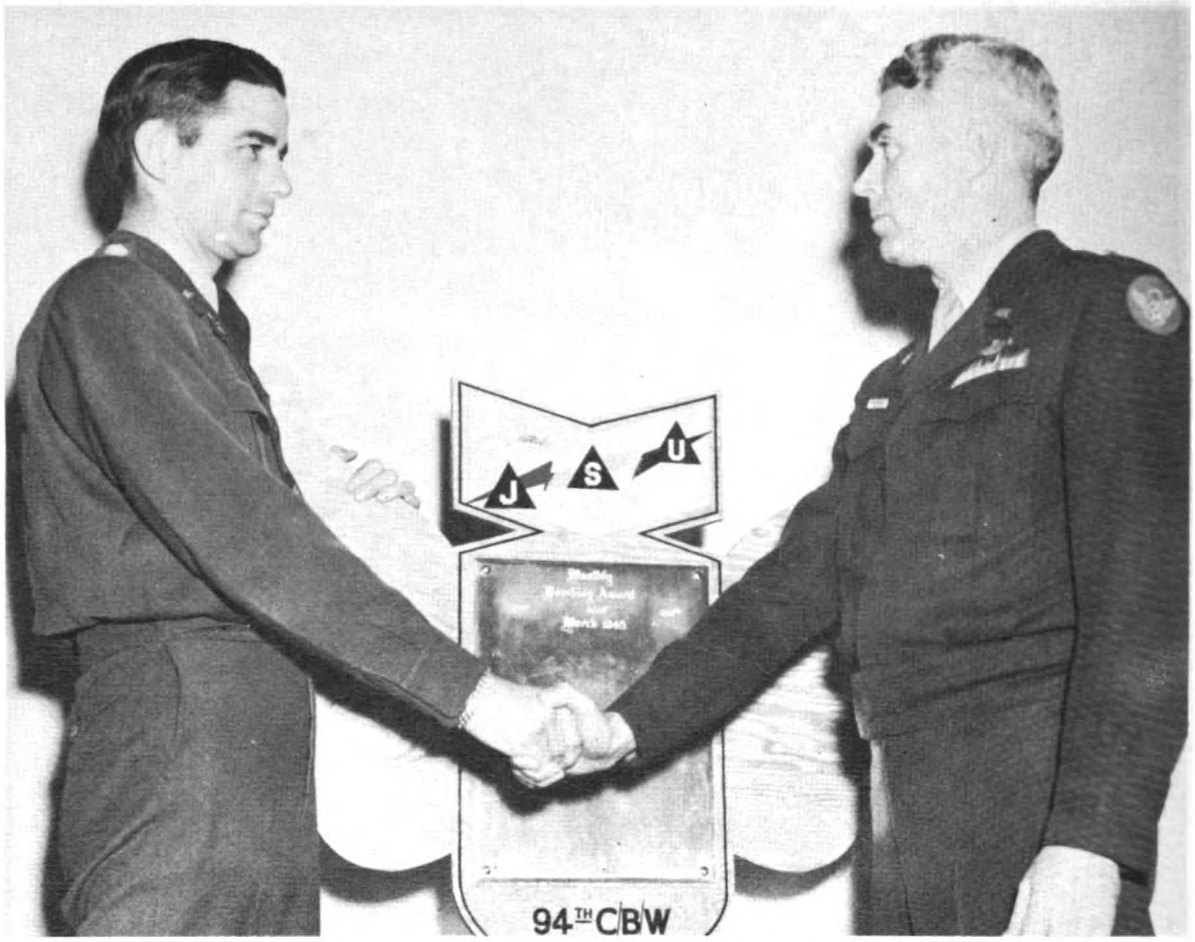
SCHOOL BOY ROWE

Despite an intense attack by enemy fighters, a smoke screen over the target area and heavy flak, bombs released by 1st Lt. Robert W. Rowe, so demolished installations of vital importance to the enemy that he was awarded an Oak Leaf cluster to his DFC.

Lt. Rowe had been on 44 major missions, had been over Berlin four times, and received confirmed credit for destroying one Nazi Messerschmitt 109. A lead bombardier on 24 missions, he underwent fighter attack on 15 out of 44 missions. On one of his last trips, to Berlin March 18, Nazi jet-propelled fighters attacked his formation but inflicted no damage.

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401st Wins Bombing Plaque



For leading all other Groups in its combat wing in bombing accuracy during March, the 401st Bomb Group commanded by Col. W. T. Seawell (left) is awarded a plaque by Brig. Gen. J. K. Lacey, Combat Wing Commander.

April MISSIONS 1945

Date	No.	Target
4 April 1945	241	Unterluss
5 April 1944	242	Ingolstadt
7 April 1945	243	Luneberg
8 April 1945	244	Halberstadt
9 April 1945	245	Forstenfeldbruck
10 April 1945	246	Oranienburg
11 April 1945	247	Freiham
14 April 1945	248	Royan, France
15 April 1945	249	Royan
16 April 1945	250	Regensburg
17 April 1945	251	Dresden
18 April 1945	252	Traunstein/Freising
19 April 1945	253	Falkenburg
20 April 1945	254	Brandenburg

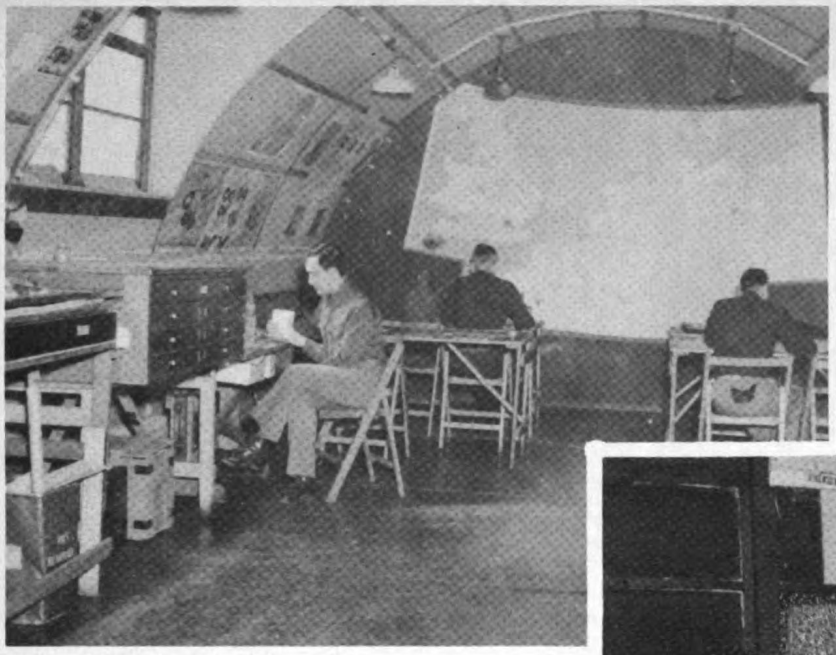
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The Commander-In-Chief Dies

12 April 1945

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THE BLIP HUT



(Right) TRANSPORTATION
CAPT. SNOW



This is 1st Lt. GENE HASHAMOTO, American-born Japanese, on the occasion of his promotion to First Lieutenant. A veteran of 21 missions over Germany he aided in hammering Nazi objectives from the western front to Central Europe and his formation's bombs hit war plants, marshalling yards, oil refineries, military installations and troop positions.



614th ENGINEERING

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RETURN FROM DRESDEN, 17 April, 1945



CAPT. ROY R. WINN—44 missions. Division leader once, Wing and Group leader 19 times. One Focke-Wolfe 190 to his credit.



BASE ENLISTED MEN'S BASKETBALL TEAM

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Unexpected Adventures in Europe Follow Landing On German Airfield

When a B-17 Flying Fortress piloted by 1st Lt. C. P. Spence, penetrated an intense hail of flak and automatic weapons fire about the middle of April to make a "belly landing" on a German airfield, it was only the beginning of one of the most amazing series of adventures over a ten-day period ever experienced by an American air crew.

Taken prisoner by the Luftwaffe, five of the men including the pilot escaped from their Nazi guards three nights later when an Allied Mosquito, with engines out, glided in to strafe the column of prisoners being marched toward the interior of the Reich.

The guantlet of incredible events then run by the five Americans included their capture when about to give themselves up, of 30 unarmed Germans and later of a hospital containing more than 200 others, and an abbreviated Cook's tour of northwestern Germany in an automobile taken from a German medical captain from one of the big estates owned by Hermann Goering not far from the River Elbe southeast of Hamburg.

Trouble started when their Fortress was hit by flak in the vicinity of Oranienburg and two engines were knocked out. Lt. Spence turned out of the formation and began to lose altitude rapidly.

The crew salvoed the ball turret and threw everything overboard to lessen the weight and "Heavy Date" was struggling on alone when it was picked up by two P-51 Mustangs who escorted it westward.

"When we got in the vicinity of an airfield which I later found out to be Fassberg—a target our Group had bombed only a few days before—the 51's swooped down to strafe the place," Lt. Spence said. "I was down to 2,500 feet then and had no radio so I couldn't contact them but I think they strafed the field to draw anti-aircraft fire away from us. Just about that time they opened up on us from the ground with everything they had—flak guns, rifles and pistols. We were peppered from nose to tail, I lost another 500 feet before I could regain control and how we all weren't killed is a miracle."

Three of the crew did have narrow escapes. A bullet went through the jacket sleeve of Flight Officer Victor D. Datlenko, the navigator, an incendiary burned through the flying boot of Sgt. Abraham "Gus" A. Lehat, the engineer gunner, and the waist gunner, Sgt. Dante S. De Fazio, was grazed over the head by another fragment.

Lt. Spence knew he couldn't make it much farther so he decided to come in for a landing. He saw the landing strip, put his wheels down and as he approached the field while the Germans were still firing, noticed that the strip was full of bomb craters.

He yelled to Flight Officer Hughie J. Reiner, the co-pilot, to put the wheels up and the landing gear was not fully retracted when the bomber hit the ground. The big aircraft bellied across the field, within 40 yards of a hangar, hit a crater and vaulted over a pile of rocks.

When it leaped into the air, Sgt. DeFazio, who had been holding onto the armor plate in the waist, was thrown forward and fell clear of the ship, through the hole in the bottom left by the ball turret. Sgt. John D. Bane, the tail gunner who also was riding in the waist, made a lunge to grab DeFazio and fell partly through the ball turret opening. The bomber slashed down 15 to 20 yards of small pine trees and screeched to a stop in a tangle of roots and trees with Sgt. Bane pinned underneath.

The crew tumbled out and while the Germans ran forward to capture them, began to dig Sgt. Bane out from under the wreckage with their hands and pocket knives. A Luftwaffe major, armed with a burp gun, came up but didn't interrupt until Bane was free—though it took nearly 20 minutes to get him out.

Sgts. Bane and DeFazio, who were not seriously injured, were taken to a hospital about a mile and a half away and the other eight members of the crew were marched to a prison. After a night without blankets or any food, a German captain came to the prison and asked Lt. Spence for morphine for the injured men. Lt. Spence pointed toward the airplane and a guard marched him at the point of a luger toward the wreckage.

About halfway there the guard stopped, and in broken English, said, "I should shoot you down like a dog."

"Why?" asked Lt. Spence.

"You Americans killed my wife and children," he was told.

"I didn't do it and I'm sorry," said Lt. Spence.

About that time a vehicle drove by and Lt. Spence believes this interruption may have saved his life.

From other prisoners and through Sgt. Phillip Tumminia, toggelier, who can speak Italian, the Americans learned they were 70 miles from Allied troops and that the Germans were getting ready to evacuate the field.

The third night after their capture, the Americans with other prisoners were marched eastward. When about four and a half miles from the field, the Americans heard huge explosions set off by the Nazis to complete the demolition of the airbase.

"We marched about 15 miles," Lt. Spence said, "and watched for any opportunity to escape. There

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SGT. LEHART LT. SPENCE

SGT. STARRS, F/O REINER

were only 13 of us and we had six guards—old men—but we were unarmed and didn't want to make an open break for it. It was about one o'clock in the morning when suddenly the sky was brilliantly lighted by a flare and we saw a Mosquito, which had silently glided in, turn to strafe the column of trucks which was just ahead of us.

"Everybody hit the ground and I said 'This is it—let's hit it.' Five of us ran about 300 yards to a nearby woods and when the Mosquito made a second pass, we hit the trail again."

In the group in addition to Lt. Spence were Flight Officer Reiner, Sgt. Lehat, Sgt. Tumminia and Sgt. Michael P. Starrs, the radio operator.

They traveled all that night, slept in concealed bomb craters during the day time, living off a couple of loaves of black bread the Germans had given them before they started their march, and on the second night started west again.

"We only had the stars to go by," Lt. Spence said, "but luckily the fire breaks in the woods seemed to run east and west and we knew we were going in the right direction. About midnight of the second night we came to a wire fence 12 or 15 feet high and after a short consultation—and another of our brief prayer meetings—we held several of them—we decided to go over the fence. When we got inside we passed what looked like a small workshop and then noticed a pile of boxes. Imagine our shock when we investigated and found they were wooden caskets, each one with a body and each one with a German name on the outside. There were about 100 of these boxes in a pile and there was a pile about every 30 yards. The piles continued for almost four miles when we got to the other side of the enclosure and climbed over the fence and got out. That was an experience none of us will ever forget—the sweat still comes on me when I think about it. There were hundreds—thousands—of loaded caskets in that area."

The group spent the second day in hiding and toward dusk of the third day they could hear gunfire in the distance and knew they were getting near the front lines. Suddenly they came upon a small airfield and when some Allied planes went over they found they were in the middle of a number of flak gun batteries.

"We saw a small barn ahead and we made a dash for it," Lt. Spence continued. "We were pretty cold and hungry so we spent the night there and about mid-morning of the fourth day a lot of Germans passed the place. They apparently were from some of the gun batteries and a few of them left their packs outside the barn. A couple of my boys were so hungry we decided to post a watch while two of them went outside to steal a couple of the packs. They got the packs, brought them inside and we were just about to open them when six Germans came into the barn. I knew it was all over so I stepped forward and said 'Kamerad!' Then one of the most startling things happened. Instead of taking us prisoner, the Germans put their hands in the air, a couple of them offered us cigarettes and one of them said, 'Americano panzers?' I said 'Yes' and the Germans just stood there. About that time Reiner who was watching the other end of the barn yelled, 'Here's two more of them.' 'Bring them in' I told him and before we got through, unarmed as we were, we had 30 prisoners.

"We just stood there for about 20 minutes when a shell from one of the approaching tanks came so close to the barn the doors flew open. Then the Germans got wise and knew they weren't safe after all. Before we could stop them they ran out of the door and disappeared into the woods."

The Americans knew they were close to their own lines so they started out again—reassured after their unusual experience and considerably bolder. After walking about a mile they came across three more Germans, one armed with a machine gun, another with what looked like a bazooka and the third with a number of small hand mines or hand grenades.

The Yanks stopped to talk with them and immediately told the Nazis they were 'Americano panzers.'

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The Germans seemed to believe them and one of them took out a camera and took a picture of the Americans and Flight Officer Reiner tried to snatch the camera away from him.

"Na Na", said the German but he indicated by motions that if Reiner would give him his name he would send him some pictures. Reiner wrote his name on a slip of paper and gave it to the Nazi. Then the Germans started to walk away and the Americans walked in the other direction.

Nervous because the Germans were so heavily armed, Lt. Spence said, "Look around when we get a little bit away and if they look back, just wave at them." This happened a couple of times and soon the Germans were out of sight.

Before long the Americans came across a number of red buildings each with a red cross painted on the walls and roof. While standing near the Gate a German medical captain came out and Lt. Spence said, "We are Americano panzers." The captain spoke broken English, said he understood, that there were about 200 wounded prisoners in the hospital, that he was unarmed and would surrender to the Americans. He then invited them inside where he gave the hungry Yanks a big meal and some liquor.

One strange experience seemed to be topped by another still more strange and when Lt. Spence walked through the hospital wards among the first patients he saw were his two own crewmen—Sgts. DeFazio and Bane. They were being moved further inside Germany on a train, they said, when it was strafed and wrecked and they had been moved to this hospital a couple of days before. The hospital, they said, was formerly an estate owned by Hermann Goering and was operated mostly by German civilians.

About five miles away English tanks could be seen on a hillside so Lt. Spence, Sgt. Tumminia, the German captain and an English soldier who had been wounded, got in one of Goering's cars which was inside the estate, and drove toward the English lines. They used a bed sheet for a white flag.

They contacted an English major who heard their story, told Lt. Spence to go back and take charge of the hospital, warning none of the occupants to leave, and then gave him an ambulance to remove the two injured sergeants to an English hospital back of the lines.

The group went back to the hospital, Sgts. DeFazio and Bane were loaded into the ambulance and sent back, the occupants of the hospital were told they couldn't leave the place for two days and then the Americans decided they would get on their way.

"Sometime during all the confusion the German captain disappeared and we didn't see him again," Lt. Spence said, "so we took Goering's car and using maps the English had given us, drove a few miles to a small town named Munster—not the big city of Munster but another place by the same name.

"When we got there a lot of Italians who had been slave laborers and were recently freed, were having a big barbecue. Sgt. Tumminia began to talk to them and they invited us to join the celebration. They were cooking spaghetti in big pots and had several pigs over a fire. There was a lot of liquor around. My co-pilot disappeared and soon returned with a motorcycle and sidecar and another one of the boys had a new Mercedes he had found in an abandoned garage. By that time some of the other boys had gotten hold of some swords and sabers and we were a fine looking outfit.

"The Mercedes wouldn't start so I grabbed one of the Germans and told him to start it. 'Na Na, kaput' he said, but when one of my boys waved a saber at him, he got inside and started it. Then we asked another German for some pistols and he said no, there weren't any around. I grabbed him by the collar, one of the boys waved his saber and the German took us to a nearby cellar which was full of rifles and pistols. We each took a pistol and then went back and ate with the Italians. The party began to get rough and some of the liberated slave laborers got hold of a steam roller and were driving it all over, knocking down buildings and over-running wagons and everything in sight. I thought it was time to start moving so we filled our tank with benzine and took off in the direction of Hannover."

At Hannover, which the Americans said had been knocked flat by bombing and from artillery fire, they met a colored American ordnance unit who supplied them with champagne, fed them and gave them a place to sleep that night in a hotel they had just taken over. The Germans had left the hotel so hurriedly there was a lot of clothing left behind and Lt. Spence and his crew decked themselves out in top hats and queer looking coats and headed for Gutersloch where they were told was an American C-47 base.

At Gutersich transport was not available so the strangely-clad American group filled their Mercedes with gasoline and headed for a P-47 base near the large city of Munster. They went through Paderborn en route and were aghast at the scenes of destruction all along the way.

When they arrived at the American Base at Munster again they were told that transport was unavailable.

"Later on I got talking to an American major," Lt. Spence said, "and he asked me what we were going to do with our car? I told told him if he could get us a flight to Paris or back to England I'd give him the damn thing. 'Brother,' he said, 'you've made a deal' and he went to the control tower and soon had a C-47 coming over to pick us up. When it arrived I told the pilot I hated to give up the Mercedes and he said 'drive it into the C-47 and I'll take it back to Paris with you.' But since I had promised to give it to the major I left it there and we took off for Paris."

There, word was sent to their home unit; the men were processed and three days later—exactly 13 days after they had left for their mission to Oranienburg, they were back with their Squadron.

One of the places where they stopped during their automotive tour of Germany was headquarters of the 9th Army but the ground forces were moving so fast inside Germany they had no time to worry about the airmen who seemed to be getting on famously well. On their trip, they said, most of the bridges on the main highways had been blown up and they were forced to detour scores of miles to get to Munster. But it was all enjoyable and "a sight seeing trip if there ever was one."

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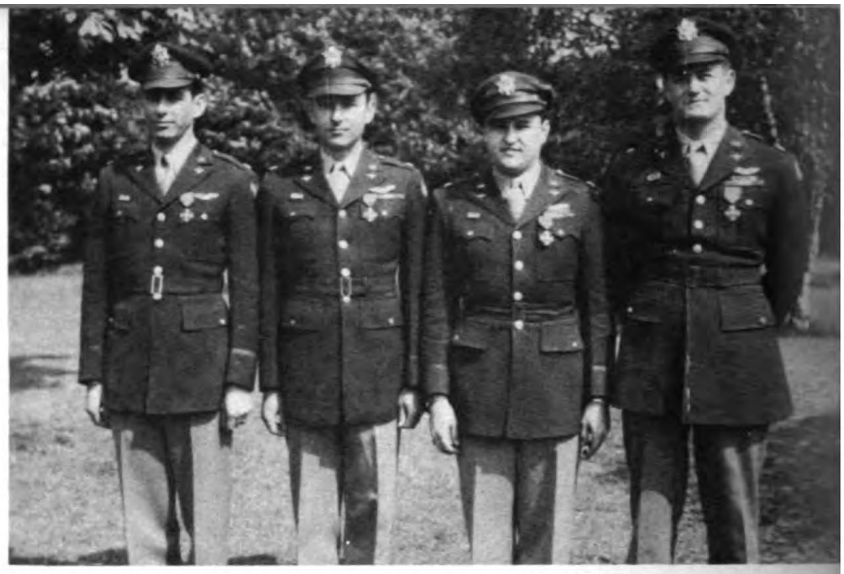
France Decorates 401st Men

In colorful ceremonies with a picturesque English Midlands golf course as a backdrop, four members of the veteran 401st Bomb Group were decorated by the French government "for exceptional services rendered in the course of the campaign in the air for the liberation of France."

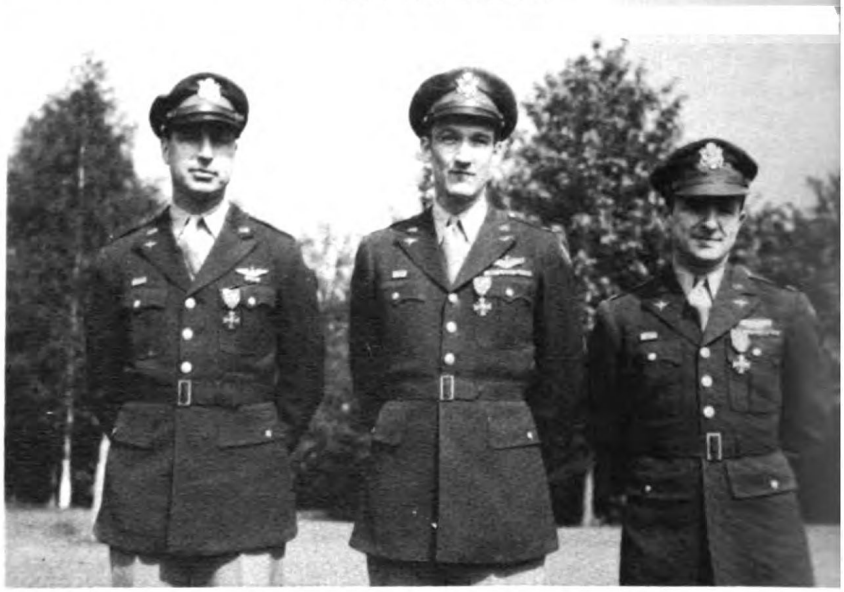
They are Colonel William T. Seawell, Group Commander, who received the Croix de Guerre with palm; and Lt. Col. Delwyn E. Silver, Air Executive; Lt. Col. Ralph J. White, a Squadron Commander, and Lt. Col. William C. Garland, Group Operations Officer.

Gen de Corps d'Arme Valin of the French Air Force represented his government in making the presentations.

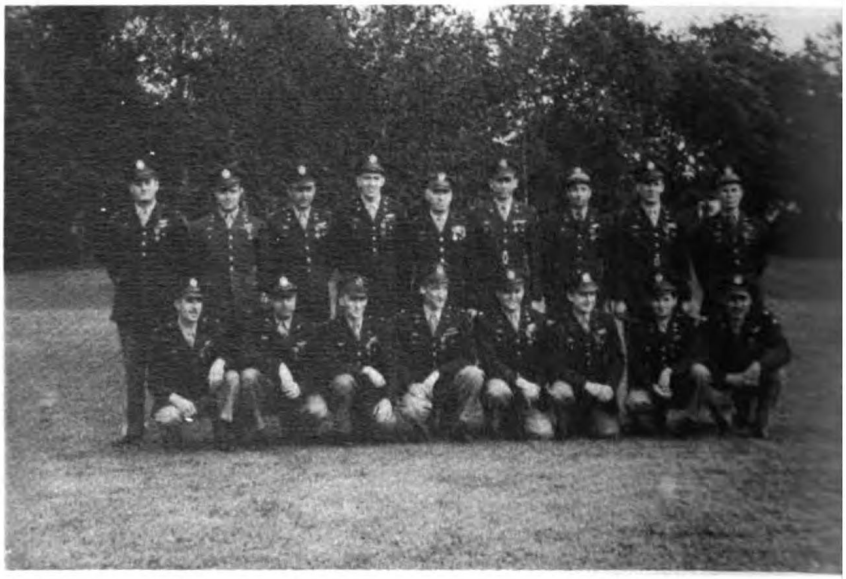
Seven former members of the 401st Bomb Group who had gone to other assignments also received awards. They are Col. H. W. Bowman, former Group Commander; Col. H. E. Rogner, former Air Executive; Lt. Col. Burton K. Voorhees, former Air Executive, Croix de Guerre with palm; Lt. Col. Edwin W. Brown and Lt. Col. Jere W. Maupin, former Squadron Commanders; Croix de Guerre with Gold Star; Major Arnold C. Kuenning, former Squadron bombardier, Croix de Guerre with Silver Star; and Staff Sergeant James R. Hamilton, top turret gunner, Croix de Guerre.



COL. SEAWELL LT. COL. GARLAND LT. COL. WHITE LT. COL. SILV



COL. ROGNER LT. COL. VOORHEES MAJ. KENNING

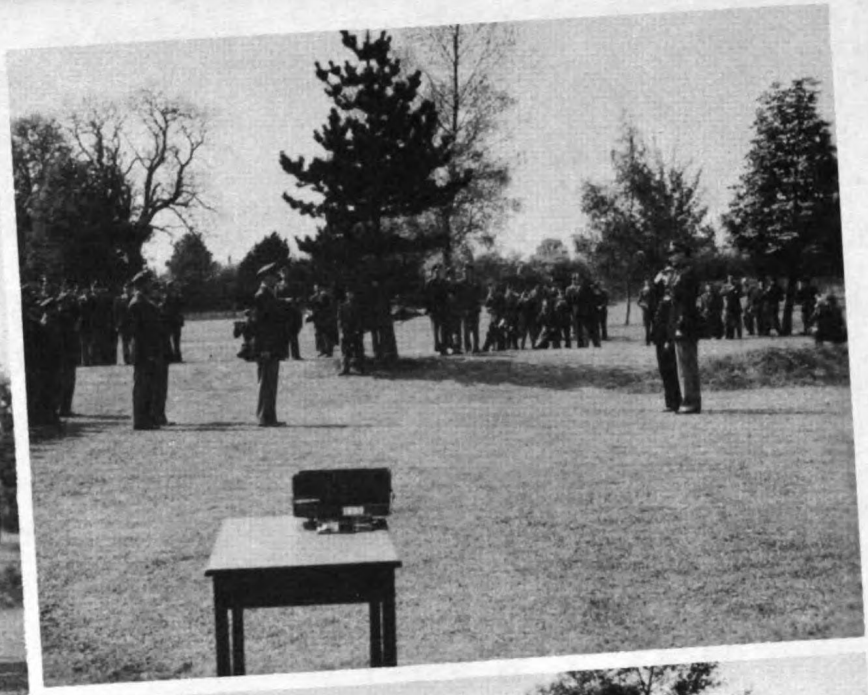


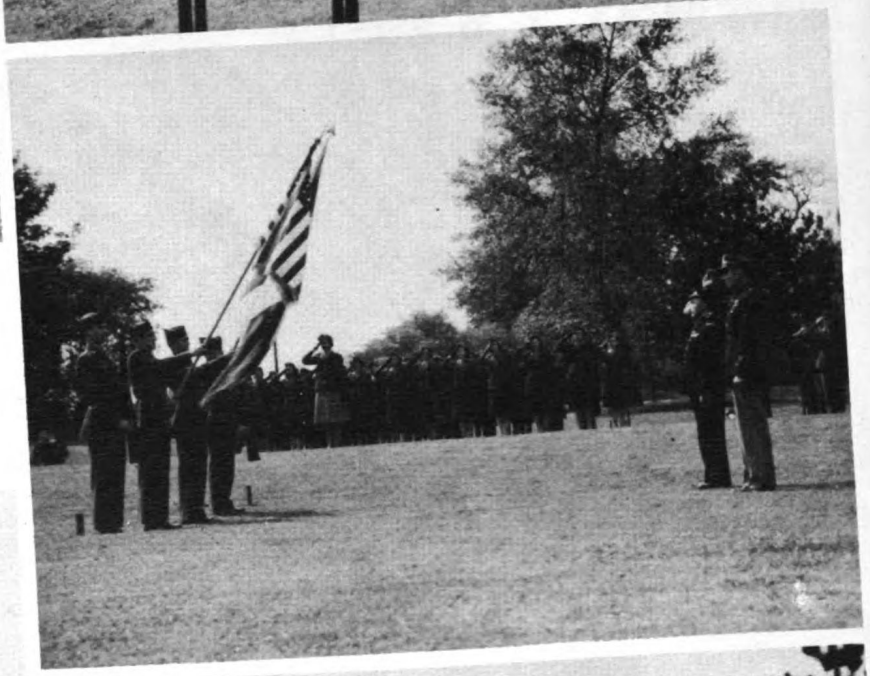
94th WING GROUP

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GENERALS DECORATED





COL. SEAWELL DECORATED





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WARDONIA BLADES
FOR BETTER SHAVES.

Daily Mail

LATE WAR NEWS

NO. 15,283 ONE PENNY FOR KING AND EMPIRE MONDAY, APRIL 30, 1945

ROLLS RAZOR
REGRET THAT AT PRESENT THEY cannot undertake Repairs.

The last days of the Reich : World's capitals await the final crack-up

HITLER IS DYING: THE WAR MAY END TO-DAY

HITLER DEAD,

'Only folly can delay general capitulation'—President Truman last night

COLLAPSE: BERLIN, ITALY, AUSTRIA FALL

Million Germans surrender to Alexander's armies

CHURCHILL'S 'WAR IS OVER' SPEECH ALL READY

The King will tell Britain and Empire 'Well done' on VE-Day evening

IT MAY BE TO-DAY

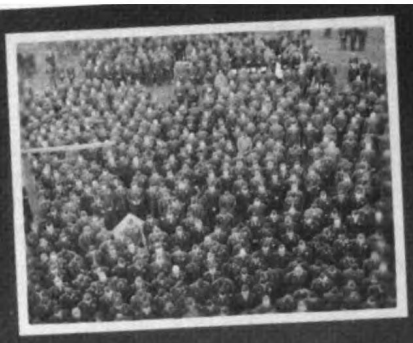
GERMANY QUITS

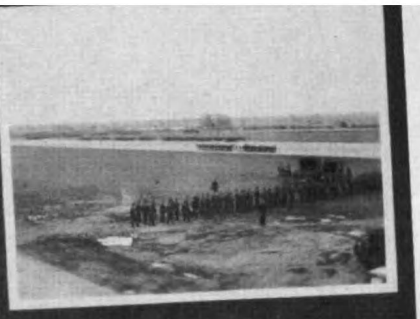
Today, May 8, is VE-Day, and will be officially proclaimed so by the leaders of the Big Three in simultaneous declarations [illegible] London and Moscow.

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V-E DAY!

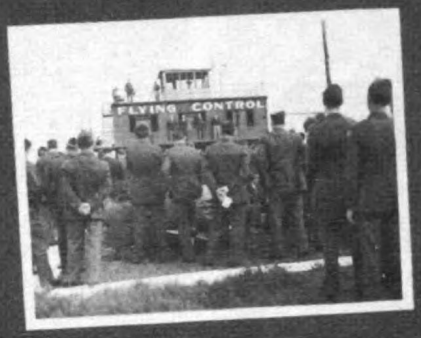
8 MAY 1945



Lt. Col. W. T. SEAWELL



PROTESTANT SERVICES





CATHOLIC SERVICES



JEWISH SERVICES



SPECIAL SERVICES SHOW



BEER LINE



OFFICERS CLUB



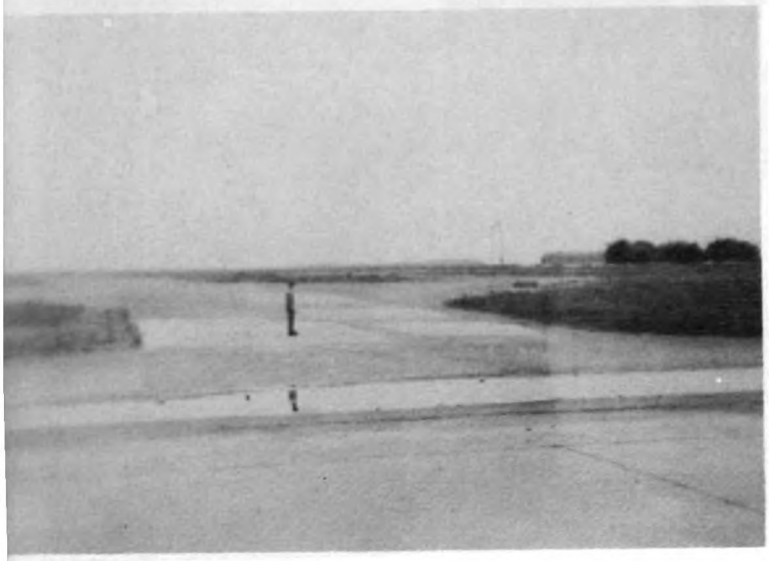
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Queen Elizabeth in Firth of Clyde loaded with 401st men, ready to sail for the United States.



Ready to Sail



Lonely soldier standing on empty runway of 401st base in England, after Air Echelon had taken off for the United States.



En route home. Group of 401st men on boar Queen Elizabeth relax in one of the deck lifeboat



Cro[illegible] yes but happy. A picture of one of the sleep[illegible]ers occupied by 401st men on the Qu[illegible]

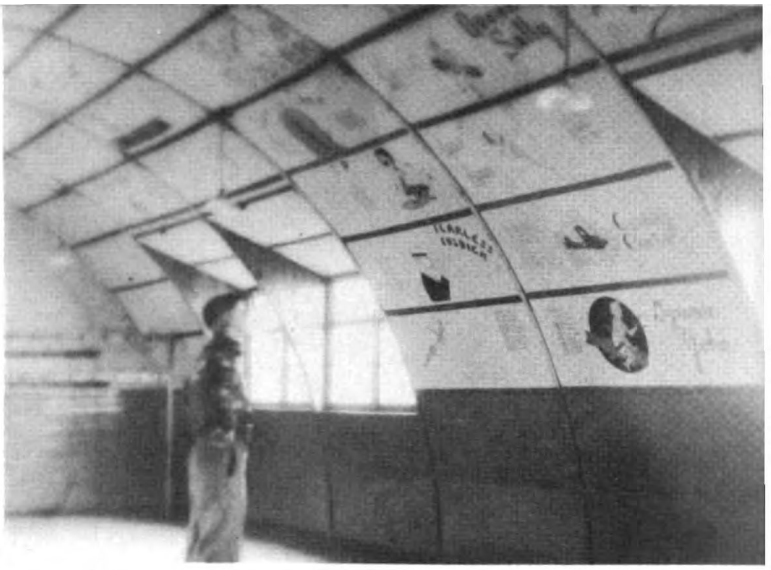


All Aboard! 401st men on station platform England en route to Port Glasgow to board Que Elizabeth.

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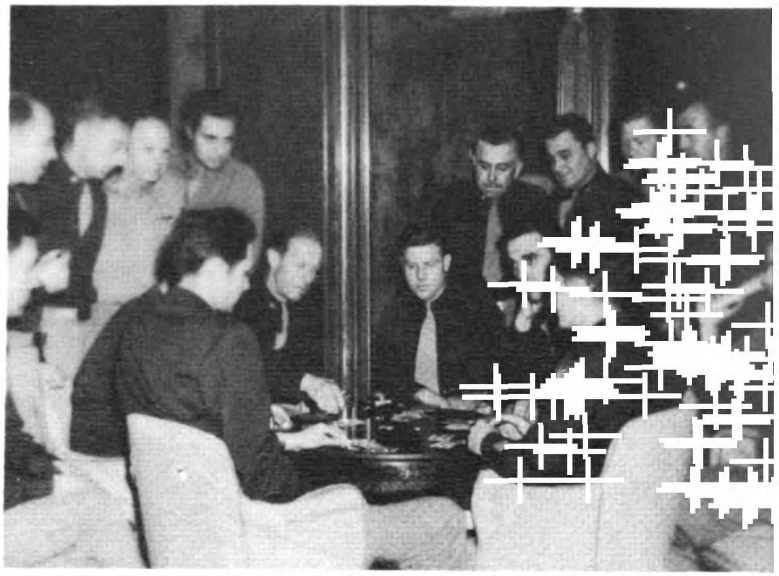
01st men waiting to board train for Port Glasgow.



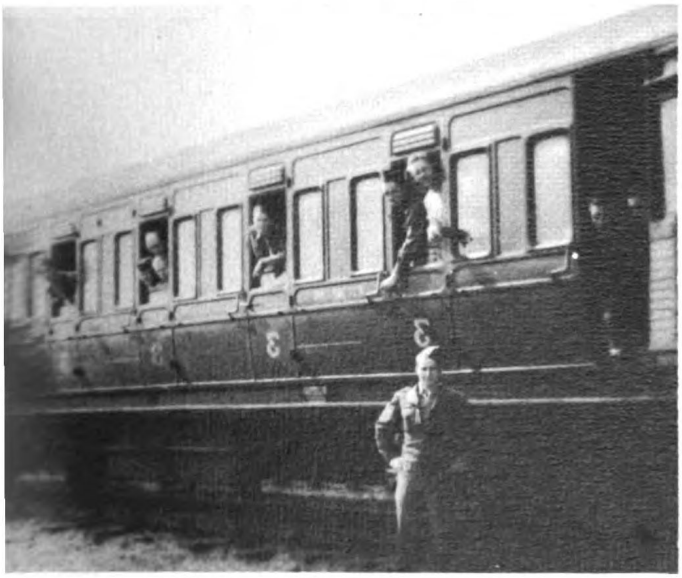
The gang has gone. Soldier looks at wall decorations in deserted Combat Mess.



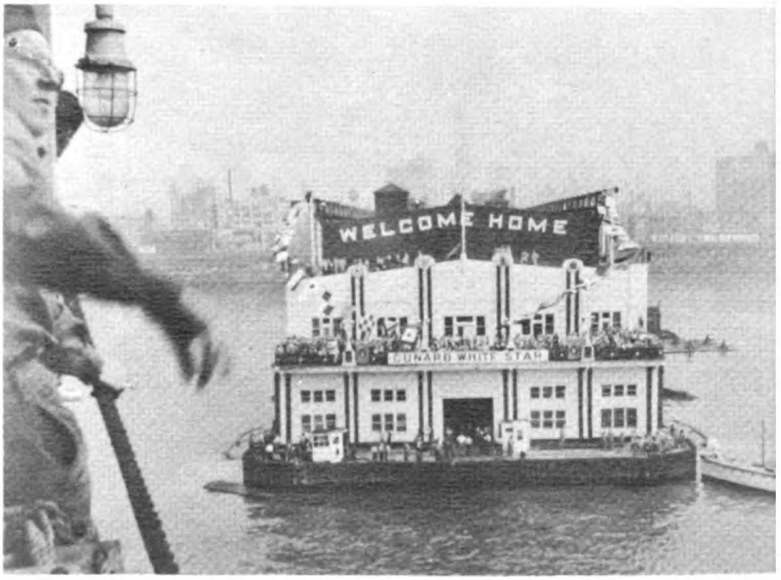
ap game among 401st men on Queen Elizabeth.



401 Officers relax over poker table in Officers' Lounge on Queen Elizabeth.



The train is loaded. 401st men prepare to depart n Geddington station for Glasgow.



We're Home!

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LOADED—READY FOR TAKE-OFF



MESS HALL AT BLUE WEST #1, GREENLA



SIGHTSEEING AT VALLEY, WALES ON WAY HOME



WRECKAGE LEFT AT ENGLISH BASE BY 40

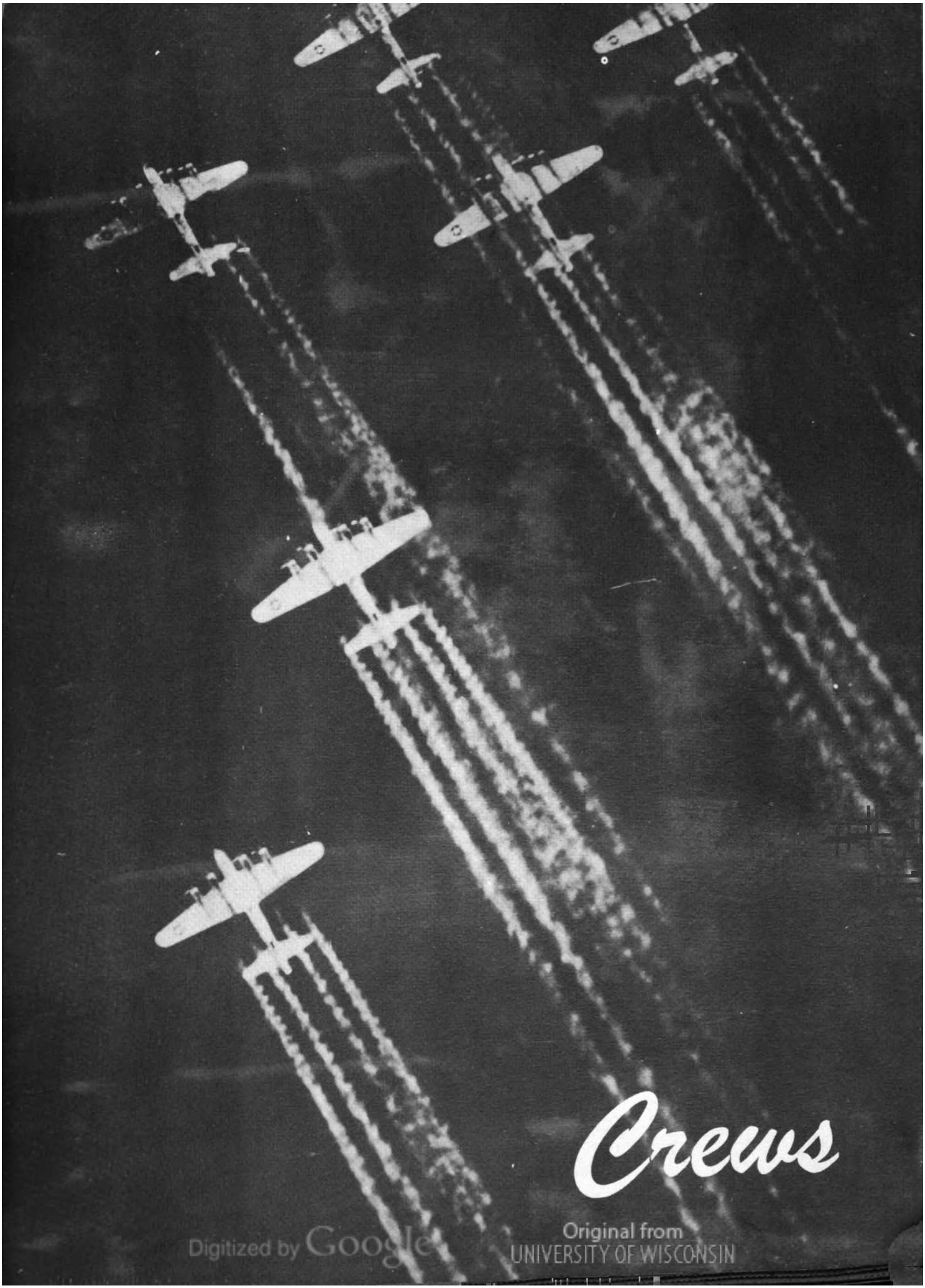


CIRCLING MEEKS FIELD, ICELAND



RAF MEN EXAMINE WRECKAGE OF "HELL'S ANGELS"

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IDENTIFICATION GIVEN WHERE AVAILABLE





MAJOR CHAPMAN AND CREW









LT. SHARP AND CREW

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LT. ROZZELL AND CREW





CAPT. MCCORD AND CREW

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CAPT. BROWN AND CREW







CAPT. PARR AND CREW



CAPT. CAMMACK AND CREW

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Lt. Coleman and Crew



Capt. Risher and Crew



Capt. Connolly and Crew



Lt. Lemmons and Crew



Capt. Mercer and Crew



Lt. Toussant and Crew

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LT. LINCOLN AND CREW



CAPT. CARTER AND CREW



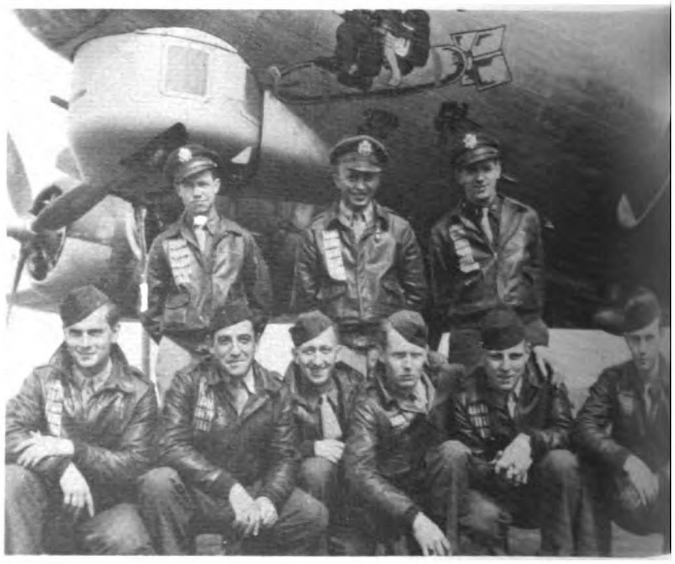
LT. LOUGHLIN AND CREW



CAPT. GRUMMAN AND CREW



LT. LIPPERT AND CREW



LT. MCILERATH AND CREW

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LT. MERCER AND CREW



MAJOR LEWIS AND CREW



CAPT. HASKETT AND CREW





CAPT. CARROLL AND CREW



CAPT. CARNS AND CREW

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CAPT. FOWLER AND CREW







LEAD CREW — POLITZ



CAPT. KEELING AND CREW



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LEAD CREW — LUDWIGSHAFEN



LT. STEGEMANN AND CREW





LT. HEENAN AND CREW



LT. COOPER AND CREW



CAPT. CUSHMAN AND CREW

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CAPT. CHARLEVILLE AND CREW



LT. ETTERS AND CREW



LT. CALLOWAY AND CREW



LT. COX AND CREW



LT. MAIRE AND CREW



LT. GIBSON AND CREW

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Lt. Udy and Crew



Capt. Cromer and Crew



Lt. Maxwell and Crew



Capt. Turk and Crew



Major McCree and Crew



Lt. Sullivan and Crew

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LT. ROADMAN AND CREW



LT. CARSON AND CREW



LT. HUBBELL AND CREW



LT. SISSON AND CREW



LT. BRADLEY AND CREW



LT. AIKEN AND CREW

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LT. SISSON AND CREW



LT. MORTON AND CREW



LT. SCHLIEMAN AND CREW



CAPT. BROWN AND CREW



LT. MORAN AND CREW

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LT. BAKER AND CREW



LT. DOUGLAS AND CREW



LT. JORDAN AND CREW



LT. DJERNES AND CREW



LT. ASCHENBACH AND CREW



LT. KOCHEL AND CREW

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CAPT. HARLEN AND CREW



LT. CAMPBELL AND CREW



LT. COX AND CREW



LT. COMER AND CREW



LT. JORDAN AND CREW



LT. BLOETSCHER AND CREW

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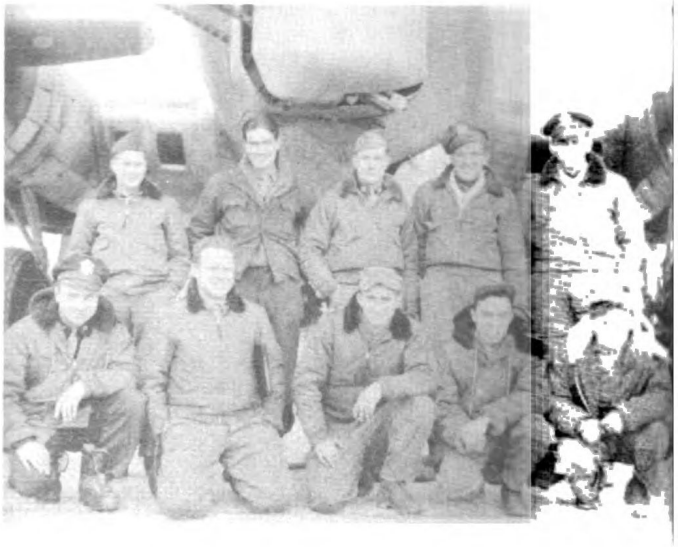
LT. BAKER AND CREW



LT. STEIN AND CREW



LT. GALLAGHAN AND CREW



LT. BROWN AND CREW



LT. MARTIN AND CREW



LT. ALBANS AND CREW

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Lt. Schaunaman and Crew



Lt. Cracraft and Crew



Lt. Long and Crew



Lt. Cole and Crew



Lt. Cox and Crew



Capt. McGoldrick and Crew

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Lt. May and Crew



Lt. Curran and Crew



Capt. Utter and Crew



Lt. Thompson and Crew



Lt. Stehman and Crew



Lt. Richardson and Crew

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LT. FONDRYN AND CREW



LT. STEELE AND CREW



LT. BLOETSCHER AND CREW



LT. FRENCH AND CREW



LT. GRIMM AND CREW



CAPT. THOMPSON AND CREW

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CAPT. RIEGLER AND CREW



LT. JENNINGS AND CREW



LT. WHITE AND CREW



LT. HARVESON AND CREW



LT. SPUHLER AND CREW



LT. SPEER AND CREW

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CAPT. HAYES AND CREW



LT. JONES AND CREW



LT. NIELSON AND CREW



LT. SCHELLER AND CREW



CAPT. GOODMAN AND CREW



LT. BABCOCK AND CREW

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Lt. Post and Crew



Lt. Wolf and Crew



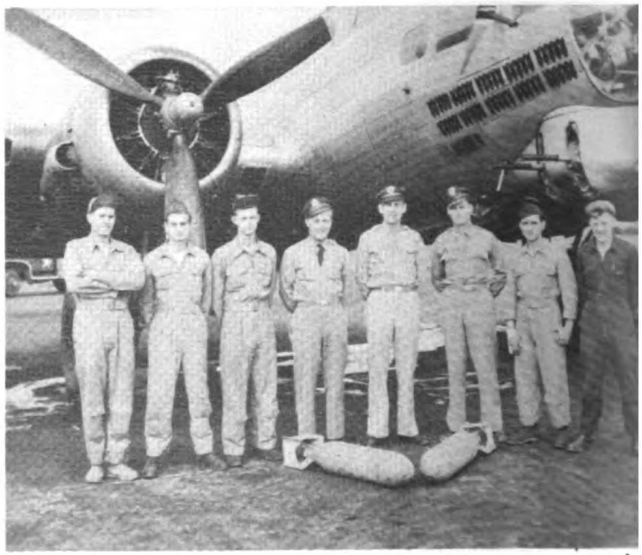
Lt. Smith and Crew



Lt. Gerber and Crew



Lt. Warthen and Crew



Lt. Blomquist and Crew

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Lt. Bennet and Crew



Lt. Speer and Crew



Lt. Park and Crew

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DEC 21 1990

MAY 20 1991

AUG 12 1991

DEC 23 1991

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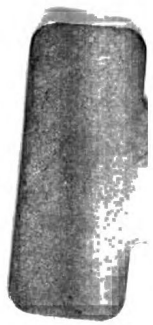
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